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THE

WORLD'S CARRIERS

AND

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The

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Editorial Notes.

Our Twentieth Year.

With this issue we commence our twentieth year as the organ of the Road Transport Industry, and as in former years take the opportunity of wishing increased prosperity to all those who are connected with this most important section of the great Transport Trade. It has been well said that transport is the life-blood of commerce, and the condition of transport, whether by road, rail or water, is a good barometer of the prosperity or otherwise of the trade and commerce of a country. In offering our greetings to our readers we do not wish to dwell upon the pessimistic note or emphasise the fact that we in the transport trade are suffering because of the bad state of trade generally, although this is an obvious fact, but rather to look forward to the better times which are coming and to express the hope that world conditions will soon show that improvement for which we are all looking so eagerly and without which the prosperity of this country cannot possibly come about. The Imperial Conference, which is sitting at the time of writing, is a happy augury for the unity of the British Empire, and should result in increased trade throughout the world, leading to a diminution of the terrible amount of unemployment with which we are at present faced.

The Width of Motor Coaches.

Several cases have recently been reported in the daily press where owners of motor coaches have been prosecuted and fined for having the bodywork of their vehicles in excess of the legal width. There was not sufficient detail given as to the weights of the vehicles for us to be quite sure that the verdicts were correct. In one case it was stated that the width was 1 ft. 5 ins. in excess of the prescribed legal width. We cannot understand how this could come about, and we are left with the impression that, as is so often the case, both police and magistrates were in error and, moreover, the owners had not made themselves familiar with the law. Our readers should remember that The Roads Act, 1920, repealed various clauses in the Heavy Motor Car Order, 1904. The definition of unladen weight now is as follows:—"The weight unladen of any vehicle is to be taken to be the weight of the vehicle inclusive of the body and all parts (the heavier being taken where alternative bodies or parts are used) which are necessary to or ordinarily used with the vehicle when working on the road, but exclusive of the weight of water, fuel or accumulators (other than boilers) used for the purpose of propulsion, and of loose tools or loose equipment. By the same Act the unladen weight of the vehicle was increased from 5 to 7¼ tons. Now with regard to the width it is stated that if its weight unladen is 3 tons or exceeds three tons, and any trailer drawn by any such heavy motor car may, when measured between its extreme projecting points, be of a width not exceeding 7 ft. 6 ins. Before this Act the unladen weight was practically that of the chassis stripped of everything not necessary for propulsion. The alteration of the law has caused some confusion and even to-day it is not unusual to find painted upon chassis unladen weights which applied previous to the Roads Act, 1920. In such cases it is quite easy to conceive that the unladen weights as lettered on some chassis are incorrect, and therefore the owners, if not liable for excessive width would certainly be liable for having misleading figures painted on their vehicles. The maximum width allowed for an ordinary motor car is 7 ft. 2 ins., and this, according to the Heavy Motor Car Order, 1904, apparently applies to vehicles weighing up to but not inclusive of 3 tons, and from 3 tons upwards the width may be extended to 7 ft. 6 ins. We cannot understand what kind of a motor coach it was that weighed less than 3 tons when fully equipped. These vehicles may have been converted pleasure cars or at least very small passenger vehicles, but we would advise our readers to be quite sure that both dimensions and weights are relatively correct.

Tests for Drivers.

Mr. Archie Henderson, National Secretary of the Transport and General Workers' Union, in a letter to the "*Times*," advocates the testing of all motor drivers before they are supplied with licences. In this we are

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largely in agreement with him. It seems to be no more than common sense that before any man is put in full charge of a vehicle that there should be some guarantee as to his efficiency as a driver. From the public safety point-of-view it is a matter of importance and, no doubt, that is how the public regard it, and we have not the slightest hesitation in asserting that more accidents happen owing to inexperienced driving than from any other cause. In the early days of motoring, it would cost a commercial motor user £50 or more to train a driver. But in those days the driver not only had to sit and steer and regulate the speed of his vehicle as is the case to-day, but also he had to have an eye on various lubrication apparatus, neglect of which often resulted in seized bearings or pistons. To-day, as practically all these functions are more or less automatic, the only real qualification the driver needs is that of steering and acting promptly in cases of emergency. This is the real difficulty in the way of granting efficiency certificates. It is the ability to do the right thing at the right moment that constitutes efficiency, and this ability is not to be acquired without considerable practice extending over a period longer with some than is necessary with others.

All this seems to point to the necessity for an efficiency certificate, quite separate from the licence to drive. The object of the driving licence is for no other purpose than to provide revenue. It has no connection with the qualifications of the holder to drive. It is exactly the same as a gun licence and there would be just about as much sense in stipulating that the purchaser of a motor driving licence should be able to drive, as there would be in stipulating that the purchaser of a gun licence should be able to shoot straight.

Theoretically both would be advantageous, but there is no practical possibility of insisting upon such qualifications. We have argued this matter in these pages before and we came to the same conclusion as that at which we have now arrived, namely, that it is impossible to insist upon an efficiency certificate before issuing a licence, one very good reason being that it is necessary for the would-be driver to hold a licence before he can begin to learn to drive. The only solution that we can see is the practice that is now usually followed by owners of fleets of vehicles who, for their own protection, insist upon applicants for posts as drivers passing efficiency tests before engaging them. It is also an advantage for chauffeurs seeking employment to hold the R.A.C. driving certificate, but no driver can be called an efficient driver until he has had at least twelve months' driving experience without accidents. The position is peculiar. The driver after twelve month's experience may have had several accidents and yet be an efficient driver; perhaps even more efficient than one who has driven for twelve months and, by good fortune, escaped accidents. Insurance firms have assured us that the majority of claims for damages they receive can be traced to drivers with under six months' driving experience, and the next in order of numbers to those with upwards of six and under twelve months' experience. How then can efficiency be defined as applied to motor driving, and how can it be connected with the granting of a motor-driving licence? We are unable to offer a solution.

Commercial Motor Owners and Wholesale Terms.

There appears to be a considerable amount of perturbation in the motor trade because certain commercial vehicle owners are obtaining trade terms from the manufacturers, this is supposed to be a hardship—on the trade agents presumably who lose their commission on sales. We are by no means in agreement with the motor trade. In its own interest it should do everything in its power to encourage the commercial vehicle industry and it is not going to do this by insisting that all stores shall be purchased at retail prices. The motor carrying industry and the motor manufacturing industry are far too nearly allied to quarrel. There is also another aspect—what constitutes a motor agent? As often as not the commercial vehicle user has more money invested in the motor trade than any agent in his neighbourhood, also quite often the motor carrier is also a motor agent or agent for accessories and stores of some description. There is no reason why he should not be so, and get his name placed on the trader's list and so become entitled to wholesale prices. It is purely a matter of the style under which he trades. We have our own complaint to make of garages which as a general rule are singularly lacking in ability to carry out even ordinary repairs. They appear to be only good at one thing and that is making out bills! Hundreds of motor carriers are practically forced into establishing their own repair shops because they can get no satisfaction from local garage proprietors, they are forced into this position against their will because it seldom pays a motor user to fit up his own workshop and, therefore, he endeavours to keep down his expenses or to balance his accounts by undertaking repair work for the neighbourhood. He buys his fuel and stores in bulk at wholesale prices, he has to do so, otherwise his carrying business would not be a success, there being so very little margin between operating charges, including overhead charges, and receipts. It will be a matter of utmost difficulty for the motor trade to shut itself in a watertight compartment; there will always be a leakage somewhere, particularly in these days when competition in it is so keen and when so many other trades are so nearly allied to it. We have always admired the wonderful organisation of the Society of Motor Manufacturers & Traders and we do not think they have a great deal about which to complain even if here and there a butcher or baker, owning a Ford car, manages to "wangle" his petrol or tyres on wholesale terms. We think commercial motor users and agents in the same localities might easily come to some working agreement which would be far more satisfactory than each trying to strangle the other. It is, generally, the incompetence of the agent and garage proprietor that forces the commercial motor user into competition with him.

Petrol on Credit to Commercial Motor Drivers.

The commercial motor user apparently has no friends. He is a source of offence to all with whom he comes in contact. One of the latest complaints we hear is that the commercial motor driver is in the habit of obtaining supplies of petrol from roadside garages on credit and for which his firm refuses to pay. We object to this sweeping assertion. Such a thing may happen occasionally, and no doubt it also happens occasionally in the case of the private motorist, but it is certainly the exception rather than the rule. It would not be worth while to take notice of the accusation if it were not that it might possibly prove to be a matter of inconvenience to many long-distance transport firms. When motor drivers were scarce and firms had to engage any man who came along who could drive, the probability that the firm's credit might be pledged without cause or reason was very great, in fact, in all too many cases it was known that drivers actually sold petrol from their tanks and put the money in their pockets. It is a practice that could not continue very long under proper supervision, as the average petrol consumption and the mileage of every commercial vehicle should be known quantities. We merely mention the complaint that firms may keep a sharp look-out when there is cause for suspicion, and if they do receive accounts from garages or fuel supply stations they should at least write to the claimants, more particularly if there is any reason to suppose there has been an endeavour to victimise them.

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The Forthcoming Commercial Motor Show.

Last year the Society of Motor Manufacturers and Traders decided not to hold a Commercial Motor Show, and we were amongst the loudest to acclaim it a short-sighted policy. Whether we were right or wrong is a different matter, but we are quite at liberty to assume that as trade in commercial vehicles has not materially improved since last year, it was because there was no Show! On the other hand no doubt commercial motor manufacturers were quite right in deciding not to exhibit their goods if they were satisfied they had no improvements to bring to the attention of the public. What the carrying trade requires is something to cheapen transport, and we are sufficiently pessimistic to believe that unless manufacturers can show some very material advantage in their own vehicles, which they propose to exhibit at the coming exhibition, as compared to previous models, the commercial success will not be very great so far as sales are concerned. The success of road transport, given suitable vehicles, depends first of all upon the quality of the roads. Transport is the first consideration, and the road is incidental to transport, nevertheless, the road must be suitable otherwise it is not difficult for those competing against road transport to prove that their methods are superior. A glance at our contemporary journal, Roads & Road Construction, will show that road construction is proceeding on an enormous scale throughout the civilized world. The roads are following the remarkable development of mechanically-propelled road vehicles. It is not always the case that road transport is adopted because of its comparative economy; up to the present it is convenience that has counted more than anything else. Economy will come gradually as the roads improve. As the roads improve cheaper transport vehicles can be built to work economically. As it is, the vehicles are being built to withstand the most adverse of road conditions, road faults having to be considered in the construction of the vehicles. The time has already arrived when all vehicles need not be built to meet the worst imaginable conditions. There is room now to specialise for a variety of conditions, and in the forthcoming exhibition we hope to be able to note that some attempt has been made in this direction. We know that many manufacturers have been giving the cost per ton mile their very careful consideration, but the economy in this direction which they have achieved has been provided more by economising the useful load capacity of the vehicles, such for instance as the six-wheeler, the construction of which is steadily improving, but the six-wheeler with few exceptions is more particularly suitable for long distance than short distance transport.

There has also been a development since the last Commercial Vehicle Show which takes the form of heavy petrol vehicles built specially for hauling trailers. Petrol vehicles of this description can deal economically with loads of up to 12 tons. Hitherto, petrol vehicles of British make have not been specially constructed to haul trailers and therefore they have been liable to damage by so using them. These are developments which should appeal very strongly not only to long distance transporters at home, but also to overseas carriers where special roads for motor transport are being constructed. Every year the mileage of roads is increasing, and as soon as trade conditions settle down undoubtedly the British manufacturer will reap the benefit. The Premiers of our overseas dominions at present in conference in this country, have come over with the serious object of knitting together more closely the great countries which go to form the British Empire. Undoubtedly they have not come over merely to talk, but to inspect for themselves the manufacturing conditions and products of the Home Country. The potential value of our dominions for the purchase of British goods lies in the fact that development has still to be accomplished, and the British commercial motor industry should have special interest in this development since it is essential that before development can proceed transport must be provided. It is significant that this transport provision is now developing more particularly in the form of new roads, whereas only a few years ago the rail road was considered in preference to the ordinary road. According to the conditions of the country where motor transport is to be employed the pioneer work may be carried out by creeper track vehicles without any expense being necessary for road construction. When a fair indication is obtained of the possible development of the country tapped, roads will follow and different types of vehicles will be required. There is no supposition in this, it is merely a statement of fact of what is taking place at the present moment, and therefore it behoves the British manufacturer to show what he can do by taking advantage of the facilities for publicity the exhibition offers. We must not on any account allow foreign competition to get ahead of us in this respect, difficult as the times are through which we are passing. The trade will come; it is merely lying stagnant for the time being with the inevitable result that the need for new plant is banking up behind the barriers of artificial trade restriction. Judging from the number of news items we receive from various sources, we are convinced that the overseas demand from British Dominions for British motor vehicles is showing marked signs of increasing, and with this increase the home trade itself will recover more rapidly perhaps than the most sanguine amongst us anticipate. The British commercial motor manufacturer had a hard task to keep his factory open because what every thinking man must know to be unfair competition at home. We have by no means yet finished with ex-war service lorries dumped on the British market by a short-sighted government. Where the government has recovered a million pounds for its surplus vehicles it has easily lost ten times that amount by a closing down of factories consequent upon such competition. These vehicles, it is true, are now becoming obsolete, in fact they have already become so, but what the British manufacturer has to show is that he is offering now something far more economical in actual operating costs than that which can be supplied by an obsolete W/D model, even if the user may have the latter for the taking away. We hope to see all this and more at the forthcoming Show, and it will be our endeavour in our illustrated report to place before our readers the efforts and achievements of the British manufacturer.

Forthcoming Events.

October 16.—Institute of Transport. Lecture by Mr. Philip Burtt on "The Institute Examination Scheme."

October 24.—Institution of Municipal and County Engineers. Meeting at Chatham.

October 24 to November 2.—Grand Palais, Paris. French Motor Transport Vehicle Show.

November 1 to March 31.—International Motor Exhibition Rio de Janeiro (Department of Overseas' Trade).

November 3 to 9.—Brewers' Exhibition, Agricultural Hall.

November 5.—Institute of Transport. Annual General Meeting and Paper by Mr. T. Salkield (member), entitled "A transport adventure in Persia."

November 22 to 29.—Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall.

November 22 to December 1.—Commercial Motor Transport and Roads Development Exhibition at Olympia, London.

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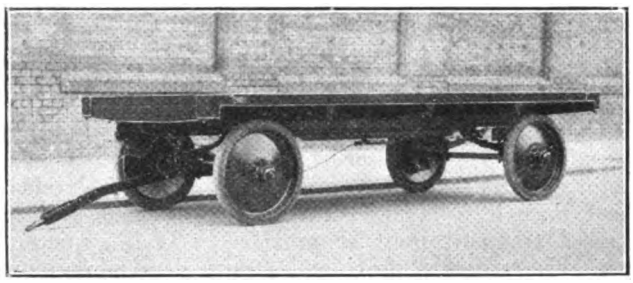
Notes and News.

New Parliamentary Secretary to the Ministry of Transport.—Lieut-Colonel J. T. C. Moore-Brabazon, M.P., has succeeded Colonel Wilfrid Ashley, M.P., as Parliamentary Secretary to the Ministry of Transport. Colonel Ashley has become Under Secretary for War.

Eagle Trailer for Removal Work.—Our illustration shows a special trailer built by the Eagle Engineering Co., Ltd., Warwick, with a low platform for removal work.



An Eagle Trailer for Removal Work.

Haulage of Railway Traffic at Liverpool.—The Mersey Docks and Harbour Board advise us that the Liverpool Steam Ship Owners' Association have decided to recommend their members to reduce the charge made for the service of unloading railway wagons on the Dock Estate at Liverpool from 2/- to 1/9 per ton as from the 1st October, 1923.

Manchester Motor Parade—a correction.—We regret that a mistake occurred in the report of the Manchester Motor Parade given in our last issue. In Class VI for team of three petrol vehicles the second prize was awarded to Messrs. Garlick, Burrell & Edwards, Ltd., and not as stated. We congratulate Messrs. Garlick, Burrell & Edwards, Ltd., upon having secured the first prize in Class IV as well as the second prize in Class VI.

Great Western Railway Lecture and Debating Society.—This active and important lecture and debating society commences its winter session on October 18th next, and those responsible for the programme have got together a list of lectures and debates of very great interest and importance. The meetings are held in the General Meeting Room, Paddington Station, and commence at 5.45 p.m. on alternate Thursdays. The Hon. Secretary is Mr. L. Williams, Paddington Station.

Motor Taxation.—The Commercial Motor Users' Association, 50 Pall Mall, London, S.W.1, has been officially notified that the Departmental Committee cannot examine its proposals for one-day licences (at a charge of one per cent. on the annual licence duty) until a decision is reached concerning schemes for reversion to a fuel tax. The Association's plan for 1923 was, as a tentative measure, to allow any licence, private or commercial, expiring at the 30th September, to be extended to the 31st October, by suitable endorsement, at any post office dealing with licences, on payment of one-third of the applicable quarterly fee.

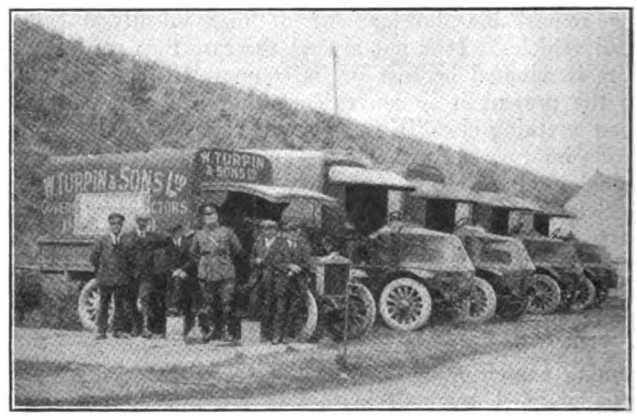
Removal Vehicles at Worcester.—We show two vehicles being used by Messrs. Frederick Winwood, Ltd., Lowesmoor, Worcester, in connection with their removal business. On the left is a Ford van fitted with a specially large body, and on the right is an F.W.D. lorry with a lift van and hauling a trailer, with a second lift van, showing the utility of these vehicles for removal work.

British Industries Fair, 1924, Birmingham.—We have received the official prospectus of the British Industries Fair to be held at Birmingham next year from May 12th to May 23rd. Accompanying the prospectus is a letter from Mr. C. Stanley, General Manager, drawing special attention to the change of date from February to May, which it is expected will considerably enhance the success of the undertaking.

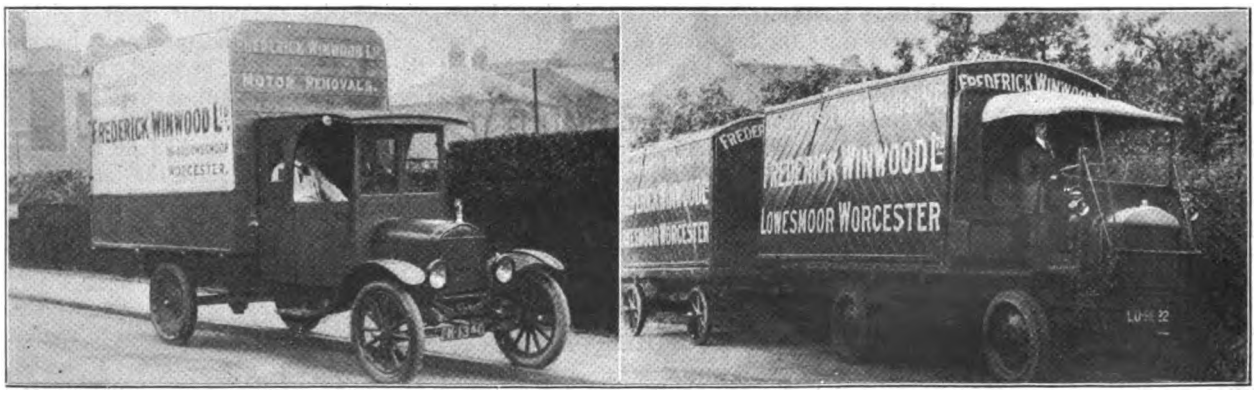
Scammell Lorry for Removals.—We illustrate a very smart Scammell six-wheeler built to the order of Messrs. Parks, of Portsmouth, showing that in addition to the usefulness of these vehicles due to their large capacity they form a splendid advertisement owing to the large space available for publicity purposes.

A Scammell 6-wheeler owned by a Portsmouth Removal Firm.

Reminiscent of War Service.—The photograph which we reproduce shows a fleet of lorries belonging to Messrs. W. Turpin & Sons, Ltd., Coxside, Plymouth, on service at a recent Territorial Training Camp, R.G.A. All the lorries but one had seen war service and all the drivers were ex-service men. The camp was in existence for 14 days, and the lorries were not only used for transferring baggage and supplies but also for trailing the guns to and from rail and also for drawing them during field operations, the lorries having had an attachment fitted for hooking the guns on behind. It speaks well for the fleet that there was not a single breakdown or mishap during the whole of the training period.



A fleet of lorries belonging to Messrs. W. Turpin & Sons, Ltd., Plymouth, on Territorial Service.



Motor Vehicles owned by a Worcester removal firm, who build their own vehicle bodies.

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Institute of Transport.

Presidential Address.

The First General Meeting of the Institute of Transport for the new Session was held on Monday, October 1st, at the Institution of Electrical Engineers. The retiring President, Sir Sam Fay, presided at the commencement of the meeting when the various medals awarded to members for Papers on different phases were presented.

Before performing this duty Sir Sam Fay proposed a vote of thanks to Sir William Joynson-Hicks, the Hon. Solicitor; to Sir Philip Nash, the Hon. Treasurer; and to Mr. H. E. Blain, the Hon. Secretary, and in doing so expressed the thanks of the members for their admirable work and particularly emphasised the work of Mr. H. E. Blain, as Hon. Secretary, and expressed the pleasure which all felt that he would still be closely associated with the Institute as a Vice-President.

The Secretary (Mr. A. Winter Gray) then read the following names of officers elected for the ensuing year:—President, Sir J. G. Broodbank; Past-Presidents, the Right Hon. Lord Ashfield of Southwell, Sir Henry P. Maybury, K.C.M.G., C.B., Sir Sam Fay; Vice-Presidents, Mr. H. E. Blain, C.B.E., Sir J. E. Eaglesome, K.C.M.G., Mr. H. H. Gordon, J.P., Mr. E. S. Shrapnell-Smith, C.B.E., Sir Herbert Walker, K.C.B., and Mr. Arthur Watson, C.B.E.; Hon. Treasurer, Mr. Philip Burtt; Hon. Solicitor, the Right Hon. Sir William Joynson-Hicks, Bart., M.P.

The Triennial Gold Medal of the Institute was bestowed upon Mr. Dixon H. Davies for his paper on "The Finance of the Modern Highway: a Problem and a Solution."

Medals and awards were then made as follows:—

Railway (Operating) Gold Medal to Sir Philip Dawson, M.P., for paper on "The financial investigation of the prospects of railway electrification."

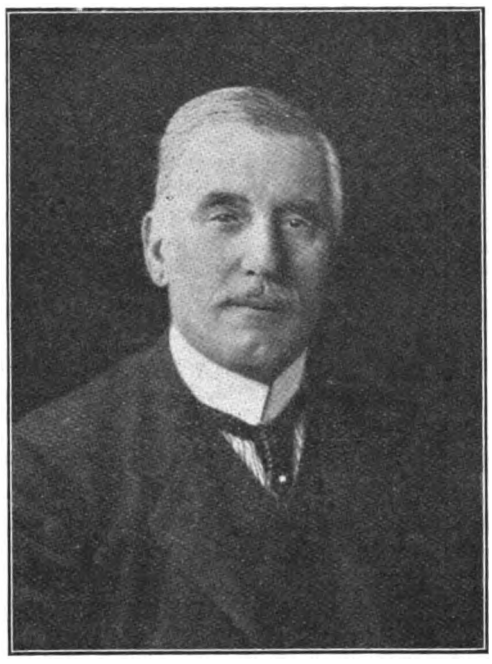
Railway (Engineering) Gold Medal to Sir Robert Hadfield, D.Sc., F.R.S., for paper on "Modern trackwork and its importance."

Road Transport (Passenger) Gold Medal to Mr. Sidney E. Garcke (Member) for paper on "Passenger Transport by road in rural areas."

Aviation Gold Medal to Maj.-Gen. Sir W. Sefton-Brancker, K.C.B. (Member) for paper on "Air Transport."

Water Transport Gold Medal to Dr. Brysson Cunningham, D.Sc., for paper on "Cargo handling at ports: British and American methods compared."

Dock and Harbour Gold Medal to Mr. Alfred H. Roberts (Member) for paper on the subject selected by the donor, namely, "The most expeditious and economical method of handling goods at the quayside."



Sir Joseph Broodbank, President 1923-24.

Institute Silver (Graduate) Medal to Mr. E. W. Bayliss for paper on "Tramways—their scope and object, etc."

Institute Silver (Student) Medal to Mr. H. A. Groome for paper on "The science and significance of compiling accurate time-tables."

"Modern Transport" Premium to Mr. A. Wardle (Graduate) for paper on "Historical development of the railway goods rate."

Sir Sam Fay then placed on his successor, Sir Joseph Broodbank, the Presidential Badge and welcomed him to the Chair as President for the ensuing year. Sir Joseph Broodbank, after expressing his thanks for the honour conferred upon him, delivered his presidential address.

THE IDEAL SEA PORT.

Though the form of transport with which I have been connected all my life is represented by a smaller capital investment than railways or shipping, I venture to claim for it an outstanding position in the industry. A sea port may almost literally be said to have "one foot in sea and one on shore," and, therefore, to belong to both elements upon which transport is ordinarily carried. The navigable streams of this country were utilised for transport long b fore high roads and railways came into being, and passengers and merchandise were carried to and from ports situated on the streams. Internationally, the sea port is the central point for transhipment and distribution of merchandize.

Sea ports are sometimes the creation of their masters—the traders—and have prospered with their masters. Such ports are Liverpool and Middlesbrough. Other ports have been the creators of cities which have risen as commerce in the port has progressed. Such ports are London, New York and Southampton.

Alexandria and Immingham, so far as I can trace, are the only ports of any size which have been created by individuals—the one by Alexander the Great and the other by Sir Sam Fay, my immediate predecessor in the chair.

To prevent any misconception, let me say that I am not out to-day to present London to you as the ideal sea port. As a matter of fact, the services afforded by one port can seldom be compared with those afforded by another—even a competitive port. It is much easier to compare a railway service or a road service. I am aware that, in June last, the American Association of Port Authorities passed a resolution calling for an effort to be made to secure greater uniformity in port design and equipment, but in my opinion it is impossible to standardize port accommodation. Every port has its own class of trade and its distinctive methods of handling it.

Let us begin with the question of the situation of the ideal sea port—and the first point I make under that head is that sea ports do not best fulfil their destiny if they are situated on the coast. It is not proximity to the sea that is wanted, but accessibility to and from the sea, and, subject to certain limitations, the further inland a sea port is, the greater its hinterland and, therefore, the greater its capacity for the distribution of incoming traffic and the reception of cargo outwards. This fact was perceived early in our national history, for the most ancient ports of England were not only great modern ports like London and Bristol, but cities which have long ago ceased to have any standing as ports such as York, Cambridge, Norwich and Lincoln. These cathedral cities were at the head of the navigation of the rivers on which they are situated—that is at a point to which the tiny vessels of about 100 tons then sailing the seas could come up for the purpose of shipping and landing cargoes. It is the enormous increase in the size of sea-going vessels during the last 400 or 500 years which has left these ancient ports stranded. London and Bristol have survived because their waterways were relatively broad and deep right up to their quays, but even Bristol has reluctantly had to accommodate the large steamer traffic nearer to the sea.

PORT FACILITIES.

The next branch of my theme is that of the nature and arrangement of the port facilities. The question of docks *versus* river-quays has long been the subject of controversy on the Thames. There is in reality very small room for controversy. The truth is that both systems have their place on the Thames. River-quays are suitable for cargoes in bulk, such as timber, coal and oil, and also for passenger vessels. Docks are more convenient for the discharge of large mixed cargoes such as come to London, and also for the loading of export cargoes.

CONCENTRATION OF ACCOMMODATION.

Whatever the form of accommodation, I urge concentration of accommodation in the ideal port. London has long suffered by the dispersal of its docks and public wharves and warehouses over a length of nearly 30 miles of river. This spreading out of the port involves expensive transport of goods between the vessel and their destination, especially by road conveyance—adds thereby to the cost of transhipping and re-exporting of goods—necessitates lengthy journeys for merchants and the staff of everyone concerned—and the cost of supervision in the docks is unduly high. The position in London is only saved by the facilities for water transport.

One benefit to be derived from the concentration is that it

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makes it possible to introduce the principle of the Customs free port into British ports. This principle has long been conceded in German ports. In Hamburg merchants can, within the zone of the free port (the zone includes all the docks), do what they will with their goods, including the conversion of the raw material into manufactures and also their exportation, without the trouble and expense of accounting to the customs—only having to deal with the customs and pay duty if the goods are ultimately taken into the interior. The ideal port should be such a free port.

SIZE OF DOCKS.

One of the most important questions facing those who manage ports is for what sized vessel any new accommodation should be provided. This question was discussed at length at the recent International Navigation Congress. Shipbuilders complain that dockowners are chary of spending money to accommodate ships of 50,000 to 80,000 tons. Dock-owners reply that the business is not good enough. Docks for these leviathans are so costly that, even if every berth was always occupied, the tariff rates on the vessels would never yield a fair return on the outlay.

The calculation of the shipowner who desires to employ the biggest class of ship is that it will run more economically than the small ship. It does not seem equitable that he should take the profit while the smaller trader shares the loss by having to pay higher dock dues. As to the remedy, there is something to be said for the suggestion of Mr. Roberts, of Leith, who, at the recent navigation conference, propounded the solution that a single port in this country should be made the centre of such traffic; but he was so despondent as to his ideal taking practical form that he added he had no hope that such a plan would be adopted.

In the meantime, the Southern Railway is meeting the existing situation by providing the necessary facilities at Southampton, including a floating dry-dock, whilst the Port of London Authority are about to construct works at Tilbury, which will enable them to bid for, if not secure, this very unlucrative traffic.

STRAIGHT QUAYS.

The details of the facilities to be provided at a port belong to a region of the subject where the civil and mechanical engineers necessarily speak with greater authority than I can. I will, therefore, touch these lightly. Such things as curvilinear quays are the survival of a past generation and would not be proposed to-day, but I do not think that all engineers realize the importance of continuous straight lines of quay unbroken by angles or by passage-ways into other docks.

There is another point. The width of docks is seldom sufficient. Room is allowed for a vessel on both sides of the dock, but often it is overlooked that there may be craft two or three deep attending vessels on each side of the dock.

CRANES AND CONVEYORS.

The question of dock cranes is in itself large enough for a paper. Even coal cranes and hoists would of themselves repay a sitting devoted to them. Hydraulic *versus* electric seems to have been settled by the acceptance of the hydraulic system where it is already installed and by the introduction of electricity where a new installation is being erected. And I think, too, that the 30 cwt. lift with 3 tons at a slower rate is now recognised as the most useful crane for general cargo purposes. Floating cranes for heavy lifts, attending vessels as required, appear to me to be superior to the provision of such cranes on shore. Fixed cranes are never in the right place and to move vessels to them for special jobs is undesirable economically. These extra powerful cranes—whether floating or fixed—do not pay, but no port could be ideal without them.

The adaptation of the conveyor system to the discharge of ships and for the manipulation of cargo on shore has made immense developments in the last 20 years. I am a firm believer in the possibilities of this class of machine as tending not only to economical handling, but also as preventing damage to packages and their contents. The system has not yet been adapted to the operation of loading general cargo.

CARGO SHEDS.

The design of cargo sheds—single, double, or treble storied—must depend upon the nature of the trade carried on, and no one would dogmatise upon this question. Nor do I see the possibility of a standardised dock shed. We are, however, far from the ideal shed for dealing with mixed cargoes landed for the purpose of sorting for delivery simultaneously to rail, road or craft.

WAREHOUSING SYSTEM.

The storage of goods is an important department at all ports. Everywhere, grain and timber have long been stored. Now we have fuel oils and motor spirit added. At the larger ports the warehousing system is extensive and embraces every class of merchandise. In London it is so extensive that the charges for the handling and storage of goods form the largest item of revenue of the Port Authority. The storage of produce is the oldest industry in the world next to that of agriculture, and it is not surprising, therefore, that little change has taken place for many years in the structural design of warehouse buildings, except so far as the materials now employed in the building offer a greater resistance to fire. Other developments which have taken place have been in the silo system of storing grain and the introduction of machinery for saving heavy labour on the warehouse floor. Most important of all has been the special class of accommodation for refrigerated goods. Any port aiming at being ideal must provide warehouses for chilled and frozen produce and must also fit them with machinery for discharging, sorting, storing and delivering such produce with the minimum amount of handling by the human element—and with no intervening barge or rail transit between the steamer's hold and the warehouse.

MANAGEMENT.

My ideal for the management of a great sea port is that which was put before Parliament by Mr. Cater Scott, and Lord Knutsford, the Chairman and Vice-Chairman of the London and India Docks Company, some twenty years ago. Shortly put, this was that there should be a supreme authority in the port representing its main interests for controlling all matters relating to the waterways, leaving the quay accommodation and facilities to be provided and managed by a statutory company; that the supreme authority should have the power to call upon the company to carry out any new facilities required; that the reasonableness of charges to traders should be subject to appeal to an impartial tribunal; and that there should be a limitation of dividends payable by the company. The basis of this ideal is that, while there would be the broad impartial outlook of a public body in the development of the port, the execution of works and the administration of business would be carried out by a commercial body interested in despatch, efficiency and economy. It may be noted that the system which we then put forward as desirable for port administration has, in some of its main features, been adopted in the great measure of 1921 for the unification of the railways of Great Britain.

CONTROL OF OPERATIONS.

Who should control and carry out working operations in the ideal port? In my opinion, these should—unless there are local insuperable objections—be carried on by the body which owns the quays.

RATES AND CHARGES.

A few words about the rates and charges levied at the ideal sea port. Economical day-to-day administration of a port is, of course, the foundation of a cheap port. But there is another duty cast upon managers more related to the question of reasonably low charges than is often appreciated—that is, that any programme of new works should be carried out so that the part not immediately remunerative does not unduly burden the undertaking. Docks built before their time or fully equipped before business in them is obtainable, are bad finance; lead to higher charges on current trade; and, in the long run, may not only drive away existing trade but discourage the new trade which they are designed to capture.

STAFF AND LABOUR.

My experience convinces me that, with few exceptions, the best port officials are obtained from the ranks of those who have come into the service young and served in subordinate positions there. Any port authority that does not train on its own juniors so that they furnish the candidates for leadership, must be far from ideal itself.

Events in the ports during last July and August are evidence enough that the labour question is far from ideal yet. The organisation of labour in some ports is, in its main lines, no better than that of hop-picking. Much was hoped from the formation of the Joint Council of the port employers and the Transport Workers Federation, but though that Council has worked well enough (even beyond the expectations of its founders) in promoting harmonious relations between employers and the Unions, nothing has been done to organise port labour on a scientific basis.

I am conscious that the limited time allowed even to a new President permits of my treating my subject only in broad outline, and I must now conclude. May my closing word be that for an ideal port we want ideal men—or at all events men with an ideal. That ideal of service we must work for ourselves. Whatever it may be, it should include not only the ambition to make our ports supremely fitted to accommodate the trade which fortune brings to it, but also to accompany these with plain dealing and courtesy towards the public whom it is our privilege to serve.

A vote of thanks to Sir Sam Fay for his year of Office as President, and to the new President, Sir Joseph Broodbank, for his address was proposed by Mr. E. S. Shrapnell-Smith, seconded by Mr. D. J. Owen, and carried unanimously.

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Transport's Debt to Science.

British Association Discussions.

Various aspects of the transport industry were discussed at the meeting of the British Association for the Advancement of Science held at Liverpool between September 15th and 22nd. Sir Henry Fowler, K.B.E., President of the Engineering Section, devoted his presidential address to a discourse on "Transport and Its Indebtedness to Science." "There is no city in the Empire, or in the world," he said, "which is so dependent on traction in one way or the other as Liverpool, and I can also say without fear of contradiction that there is no city in the world which has acted as so great a pioneer in traction development as this one on the Mersey. As early as 1777 Liverpool realised the necessity and advantages of easy and cheap transport, and the canal from Liverpool to the Trent was constructed at that date, having a length of ninety-six miles. This joined the Trent at Shardlow, not far from Nottingham, and it has recently been suggested the river should be canalised from there to the sea on the East Coast.

After discussing other lines of progress, Sir Henry said the other matter in which Liverpool had done pioneer work in traction, was that of heavy motor traffic. "From its inception, in 1895, the Liverpool Self-Propelled Traffic Association was specially connected with this method of transport. Under the presidency of the late Sir Alfred Jones, with the guidance of Dr. Hele Shaw, and under the organising ability of its enthusiastic and energetic secretary, Mr. E. S. Shrapnell-Smith, it organised and carried out trials of commercial vehicles in 1898, 1899, and 1901. In May, 1898, were carried out the first practical trials of these vehicles held in the country, and I had the honour of being the observer of the first lorry to leave the yard. The Motor Car Act of 1903, which allowed a practical weight for commercial road motor vehicles, was the result of a deputation of the Liverpool Self-Propelled Traffic Association waiting on the President of the Local Government Board (the Right Hon. Walter Long, now Viscount Long) when he was on a visit to Liverpool.

"We are perhaps too apt at the present time to forget the obligation which the world owes to transportation, so commonplace have the improved methods become. It has been said that effective transportation is one of the great aids to civilisation, but it must not be forgotten that all movement of material from place to place is economically waste as far as the dissipation of work is concerned. The transportation which aids civilisation is that which cuts down the wastage of power to a minimum and which reduces the time occupied in carrying this out. It is here that science has helped in times past, and will help increasingly in the future if we are to go forward.

"Transport, it may be said roughly, is mainly dependent upon three things—the method of propulsion, the material available for use, and the path over which traction takes place. It may be said that advance in traction really became rapid when methods of propulsion other than those of animals and the force of the wind became available. The greatest step forward—wonderful as some of the achievements of aeronautics have been of recent years—came with the development of the steam engine.

"In relation to transport by the use of internal combustion engines, the work has proceeded on two distinct lines, the Daimler and the Diesel engines. In 1885 Gottlieb Daimler produced the engine that is associated with his name, and which utilises a light spirit which supplies a carburetted air for the explosive mixture for the cylinder. The development of this engine has itself proceeded in two directions. In the one it has been made very much more flexible and silent in its adaptation to motor car work, whilst in the other the great desideratum has been lightness, and in association with the improvements in the necessary materials, has rendered possible the aeroplane as we have it to-day. In both cases the development to the degree reached has been due to a careful study primarily of the pressures, compression, and composition of the mixture. The internal combustion engine has not been largely used for rail transport owing to its comparatively high cost of fuel per horse power and its lack of flexibility. The latter is particularly the case when one remembers the high torque which is so desirable, and which can be attained in both the steam and electric locomotives in starting.

"The commercial inception of transport by road came at a time when scientific knowledge was well advanced, and its progress was in consequence more rapid. It must not be forgotten that in the fairly early part of last century considerable work was done on scientific lines with steam cars, only to be abandoned when legislation made its continuance impossible. The development of the motor car engine from the small unit of Daimler to the present car, is undeniably due to the use of 'ordered knowledge' of the gaseous mixture, of its ignition, of the fuel itself, and of the compression that should be employed. Here again we have a case of the careful application of the principle developed with every increasing care until we get engines as noiseless, as efficient, as reliable, and as flexible as we have them to-day. It is a case, too, where the development is so recent that many of us can remember the scorn and distrust that this method of traction excited even here in this city that was so prominent in its inception twenty-five years ago.

"For about twenty years we have endeavoured to get the knowledge we have obtained into an ordered state, from observation and discussion with the metallurgists attached to the various manufacturing firms.

"One great need is for men with the education, the capacity, and the imagination necessary to use this scientific knowledge for the advancement of our profession. I use these three requisites advisedly, for each one of them is necessary to take full advantage of the opportunities which now exist. The trouble is that whereas we can supply education, can increase the capacity of the individual, it is difficult to instil or cultivate that imagination which allows one to see the way in which the knowledge available can be applied in a practical way. There must be more and more interdependence between science and engineering. More and more as we advance—as we are doing so rapidly—in the knowledge of natural phenomena will the necessity of the practical application of this knowledge on a large scale become necessary to confirm it and to bring out fresh features. Although the old idea of antagonism between those whose work is purely scientific and those who are applying that knowledge to the direct service of man, has disappeared, we cannot but feel that in spite of the advance of recent years the extent to which the engineer depends on the scientist for knowledge, and the scientist depends upon the engineer for the practical application of the knowledge he has gathered, is not realised as fully as it should be by either. The terms scientific and practical should be synonymous."

In conclusion Sir Henry made an appeal for a freer disclosure of results obtained in practical working. This could only be done by taking care in noting the behaviour of apparatus, material, etc., in use, and placing the results freely at the disposal of the man of science and of the manufacturers.

ROAD TRANSPORT.

Mr. A. E. Berriman gave a survey of road transport. The causes that had contributed to the diversion of freight from the rail to the road were economic, he said, but they were not limited to a mere comparison of railway charges with road haulage costs. In commerce, the convenience of door-to-door transport often provided financial advantages that overweigh higher freight rates. Loading and unloading costs were reduced, packing expenses were often materially less, while damage through rough handling and loss through pilfering, could be practically eliminated. If the road vehicle was privately operated in connection with the routine business of a company, or was the property of a haulier with well-established contracts, its load factor, in one direction at any rate, might reasonably be expected to be high, and, according to the evidence of existing services, its average could attain to an economic value. The case of the road haulier at large was somewhat different. He was much more likely to be troubled by a poor load factor, which was the common lot of freight transport vehicles that depend on chance trade. There were, for example, about 530,000 merchandise wagons on the English railways, and although statistically their average load was 50 per cent., the ratio of the average daily traffic to their actual capacity was only in the order of 6 per cent.

Mr. Berriman stated that one of the chief virtues of the steam vehicle was supposed to be the cheapness of its fuel, but its practical success was probably better founded on other grounds. Theoretically, coal yields nearly eight times more heat than petrol for the same money, and, allowing for inherent differences in the two systems, from two to three times as much roadwheel energy for equal cost; but in practice, if the conditions are unsuitable or there is much carelessness, the relative fuel economy of the steamer is not realised in this degree. He was of opinion that the so-called semi-Diesel engine constituted a more promising line of development than the use of producer gas plants. If the use of a heavy distillate was rendered really practicable under the conditions of road transport its convenience would make it a serious competitor with coal, and its cheapness would put it ahead of petrol for use in commercial goods vehicles. Kerosene at 10d. per gallon should yield practically as much road wheel energy for the same cost, as coal at 50s. per ton.

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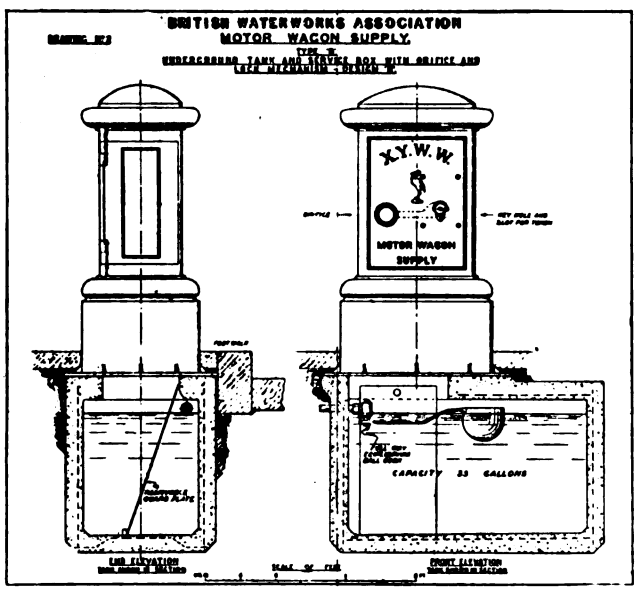
Mechanical Supply of Water to Steam Wagons.

It will probably be remembered that about two years ago, at a conference representing the Ministry of Transport, the Commercial Motors Users' Association, the British Waterworks Association, the Society of Motor Manufacturers and Traders, and the Agricultural Engineers' Association, a conjoint Committee of the associations represented, was appointed to produce a general plan and scheme for the supply of water to steam wagons, and in due course they prepared a report, in which it was recommended that the principle be adopted, that access to an automatic roadside water supply apparatus, should be obtained by means of a standard form of key and token. Whilst the universal key and token should be the essential feature of any scheme to be applied to the whole of the country, it was felt to be not really material whether all the authorities instal the same type of fitting or not. For instance, some authorities might prefer the underground tank, and others, stand pipes.

It was decided to obtain competitive designs for a standard lock mechanism including a token and key, and accordingly a premium of twenty-five guineas was offered for the best designs submitted. This was awarded to Mr. A. R. U. Heath, M.I.A.E., of Bexley Heath, Kent, on whose material, working drawings were prepared for two standard adaptations:—(a) apparatus for use in connection with a stand-pipe and hose, and (b) apparatus for use in connection with an underground tank.

Both types of apparatus have been in experimental use in



Liverpool now for a few weeks, and on Friday, September 28th, a number of representatives of the water authorities in South-West Lancashire and Cheshire, were invited to Liverpool to witness a demonstration by Colonel Davidson (Liverpool Corporation Water Engineer) of the new motor wagon supply mechanisms. There were also present, Mr. F. G. Bristow and Mr. C. R. Whitnall as representing the Commercial Motor Users' Association, and Mr. C. le M. Gosselin (Messrs. H. Viney & Co., Ltd., Preston).

It is interesting to note that at the moment, 282 firms have acquired 786 keys, one for use in connection with the water supply needed by each of their steam wagons. The construction of the lock mechanisms, the issue of keys and tokens, the steps taken to prevent abuse of the supply mechanisms, and the general administration through the C.M.U.A., and the water authorities, was clearly demonstrated and explained, and it was evident from the questions raised and a careful examination of the apparatus in actual use, and on show for demonstration purposes (1) that the design afforded a useful means of obtaining water expeditiously and efficiently, and (2) that by an ingenious protective device the driver could not leave the supply box unfastened for another vehicle to obtain supply gratis, thus assuring a square deal for the water authority. The mechanism is simple to work, is built to stand rough usage, and is a safeguard against water wastage by insisting upon the attention of the driver, who is required to depress a lever whilst the water is passing from either the underground tank or stand pipe to the wagon tank.

Water cannot be obtained from the supply box, without the use of a standard token (issued by the C.M.U.A. at 9d. each, 8½d. of which is paid to the water authority whose water is used). The key is T-shaped and where the horizontal joins on to the perpendicular, there is a circular space filled with lead, on which is stamped the seal of the issuing office and the registered number of the vehicle. This key is inserted in a hole in the cast-iron service box, and when turned in a clockwise direction, uncovers a small slot for the insertion of the token shaped to gauge. When the token has been pushed into the corrugated shaped slot, it forms the last ward of the key, and enables the shutter latch of the door to be rotated into the full open position. After the wagon has obtained a supply of water, the key is turned in an anti-clockwise direction, leaving the token behind to drop into a locked collecting receptacle, simultaneously closing the token slot, then closing the circular orifice (if the water is taken by suction with the wagon's own hose from an underground tank) or engaging the latch with the catch on the door frame (if water is obtained by pressure from a stand box equipped with a protected hose). It is impossible to extricate the key until these operations have been performed. In other words, with the standpipe box, the driver after obtaining his water, cannot drive off without putting back the hose supply pipe and locking the door, unless he is prepared to sacrifice his key, which costs 2s. 6d. to replace, and for which he would be responsible to his employer.

With the underground tank, there is a similar cycle of operations as regards the opening and closing of the orifice, in which is inserted the rose-end of the wagon's hose. But this design has no service box door. The driver, however, is unable to remove his key, until the operators hose has been removed from the orifice and the shutter latch again shut and locked.

The Commercial Motor Users' Association is responsible for providing, redeeming and re-issuing tokens (which in size are one inch in diameter and are made of a hard non-corrodible metal, shaped to prevent counterfeiting), and will distribute them to all motor owners and users and to other approved parties, who may wish to have a stock for sale to drivers of casual wagons. There will be a uniform price for tokens throughout the country, namely, 9d. each, on the understanding that these tokens when presented by the water authority for redemption, will be paid for at the rate of 8½d. net.

By the system described above, motors can obtain a tank full of water within three or four minutes.

The British Empire Exhibition.

Motor Section.

The Society of Motor Manufacturers and Traders, Ltd., in addition to taking 50,000 square feet of space in the Palace of Engineering at next year's British Empire Exhibition at Wembley, is making arrangements as near as possible to Wembley to show the most up-to-date agricultural motors and power farming implements in operation. This demonstration is likely to take place in September, and will be of the utmost interest to farmers in Great Britain and Overseas as a practical illustration of the value of power farming to the production of all kinds of farm produce.

In an extension of the Palace of Engineering, which has been specially constructed to house this motor section, arrangements have been made by the Society to organise a collective exhibit on somewhat novel lines. This will include a comprehensive collection of the latest models British manufacturers can show of private motor cars of every description, commercial goods vehicles, and omnibus and hackney vehicles of all kinds. Products of British coachwork for these vehicles will be a special feature of the exhibit, which will also comprise a collection of the products of British manufacturers of tyres and components and accessories of every description which go to make up the modern motor vehicle.

By arrangement with the British Cycle and Motor Cycle Manufacturers' and Traders' Union, a collection of cycles and motor cycles will also be shown.

Visitors will be able to see under one roof a complete collection of British motor vehicles and motor goods set out in a manner entirely novel. They will also have an opportunity of judging of the great progress made during recent years by the British motor industry.

These arrangements have only been possible by the financial assistance of the Society of Motor Manufacturers & Traders, who, in order to ensure the success of the exhibit, are contributing a sum up to £10,000, and will provide facilities in the building on collective lines for placing visitors in direct touch with the several manufacturers whose products are exhibited.

Merthyr Services.—Merthyr Tydfil Watch Committee has granted an application by Messrs. W. Leyshon & Co., to ply for hire from the Castle Street stand for pleasure trips, but rejected an application by Mr. E. T. Jones to extend his service.

Traders Favour Buses.—Burnley Chamber of Trade has sent the Corporation a resolution in favour of the granting of licences to ply for hire by motor omnibuses within the borough.

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Certificates For Furniture Estimators.

As part of the important scheme being developed by the Furniture Warehousemen and Removers' Association to raise the status of the removal and warehousing industry the Committee of the Association has now arranged to issue certificates to those who are qualified to act as estimators for removal and warehousing contracts. It is recognised how important is this work and how much depends upon the care with which a representative of a firm estimates the quantity of goods to be removed, and it is felt that the scheme outlined will have a beneficial effect in the direction of greater accuracy.

The Committee have decided to grant certificates both with and without examinations, but in the latter case only to those who have had a requisite amount of experience in the trade. The particulars of the scheme are as follows:—

1. AFTER EXAMINATION.

To persons over 21 years of age, who have been engaged in the business of Furniture Removing and Storing of Household Effects for three years, and who pass the required Practical and Theoretical Examination.

2. WITHOUT EXAMINATION.

To persons who have been engaged in the business of Removing and Storing of Household Effects for a period of not less than TWELVE YEARS, and who possess the necessary qualifications and whose previous and present employers or other person engaged in the Industry answers satisfactorily the Questionaire as to their ability on various matters.

Certificates will be issued to both Employers who desire them as well as to Employees in accordance with the regulations at the decision of the Committee.

The First Examination will be held in January next, and a further Examination if found necessary in the following July.

Examinations will be held in London or other convenient towns as announced from time to time.

Persons wishing to enter for the January (1924) Examination should obtain from the Secretary, at once the Form of Application.

The Regulations and Syllabus are as follows:—

REGULATIONS.

1. That no person shall be eligible under twenty-one years of age.
2. That he shall have been engaged directly in the Furniture Removing and Warehousing Industry for three years.
3. That he must furnish proof that he has been engaged directly in the Furniture Removing and Warehousing Industry for three years.
4. That the test shall be theoretical and practical.
5. That the entrance fee to Examination be £1 1s. Unsuccessful candidates entering for subsequent examinations will be charged 10s. 6d. for each such examination entered for.
6. That the Centres for Examination will be decided by the Committee who will keep in view the convenience of the bulk of the candidates.
7. Examinations to be held in January, and again, if necessary, in July.

SYLLABUS.

PRACTICAL TESTS.

Viewing and reporting on contents of Residence, including all essential information.

Making estimate after viewing—
1. For an inclusive price.
2. At per van load.
3. At per van and cwt.
4. Of cubic capacity.

Making estimate for storage.
Estimates calculating by Road.
Estimates calculating by Rail.
Estimating quantity from a list.

THEORETICAL EXAMINATION on the following subjects:

Conditions of Estimate.
General legal points on such questions as—
Damage by Moth.
Ordinary liabilities of Furniture Removers and Warehousemen.
Common Carriers.
Collection of Charges, and lieu on goods.
Responsibility of Furniture Removers and Owners of Road Vehicles, for Fire, Accidents, or Damage in Transit.
Transit Insurance.
Railway Rebates.
Railway Classification.
Third Parties Claims for Delivery of Goods in Store or Transit, such as—
By Creditors.
„ Receivers or Trustees in Bankruptcy.
By County Court Officers.
„ Executors.
„ Hire Purchase Firms' Goods.
„ Marriage Settlements.
„ Bills of Sale.
„ Joint Deposits.

Intending Competitors are advised to study the Annual Year Book of the Furniture Warehousemen and Removers' Association, and the monthly Official Journal, and as far as possible to follow matters affecting the Trade recorded in the WORLD'S CARRIERS.

British Empire Exhibition 1924.

A party of journalists connected with the Periodical, Trade Press and Weekly Newspaper Association recently inspected the work in progress at the British Empire Exhibition in order to obtain a good idea of the progress which had been made in preparing this gigantic enterprise.

Next year's British Empire Exhibition will be the largest Exhibition ever held. Over £10,000,000 is being spent in preparations for it. It will reproduce the whole of the British Empire in miniature, and as the Empire covers a fourth of the estimated area of the inhabited earth, a visit to it will be, in effect, a complete tour round the world. Though the exhibits at Wembley will be all-British, the importance of the Exhibition is world-wide.

The Exhibition buildings are built almost entirely of concrete. They consist of pavilions, gardens, conference halls, an Imperial Stadium and two huge industrial halls, the Palace of Engineering and the Palace of Industry. The Palace of Engineering alone covers an area of more than eleven acres, and is probably the largest concrete building in the world. Five lines of railway run through it from end to end in order to facilitate the assembling of exhibits. It will house one of the finest collections of engineering exhibits ever brought together in any one exhibition. In the Palace of Industry extensive displays of chemicals, cotton, wool, silk, gas, boots and shoes and other industries will be given. Practically every branch of British industry outside engineering will have its own particular exhibit in this building. Conference Halls, Cinema displays and a Palace of Art are attached to the Palace of Industry.

The Exhibition covers an area of 216 acres. The following Dominions and Colonies are erecting their own pavilions, which will reproduce the exact conditions of life in each:—

India	Burma	Hong Kong
Canada	Malaya	Bermuda
South Africa	Sarawak	East Africa
Australia	Ceylon	West Africa
New Zealand	Palestine and Cyprus	West Indies
Newfoundland	Malta	Fiji

Great Britain will be represented by a special Government pavilion.

A gigantic Amusements Park, 25 acres in extent, will provide relaxation. It will contain all the most up-to-date sensations known to man. Extensive preparations are being made for adequate accommodation for visitors. Expert calculations put the attendance between April and October at a minimum of twenty million people.

Building at Wembley was begun in the spring of last year, and the Stadium, the largest sports arena in the world, was opened to the public last April. Several of the main buildings are now rapidly approaching completion, and the contractors are well ahead of their scheduled time with the others.

The King is Patron of the Exhibition, and H.R.H. the Prince of Wales its President.

Wembley is one of the most accessible sites in the whole of Greater London. It is fed by almost every main line in the country and can be reached from all parts of London in times ranging from ten minutes to half an hour. Special new roads are being constructed to cope with motor traffic and excellent parking facilities are available. When the Exhibition opens there will be a practically continuous train and omnibus service.

The Exhibition will be open from April to October.

The price of tickets has been fixed at 1s. 6d. single tickets, children under twelve half price, and £2 season tickets for the period of the exhibition.

Hackney Fares.—In the course of a letter to the Newmarket Urban District Council, the Ministry of Health states that there is no power under which a local authority could fix hackney carriage fares which would apply outside its area.

Chars-a-Banc on Bus Stands.—Lowestoft Town Council has had complaints as to the use of an omnibus stand by chars-a-banc, now running to time tables on regular omnibus services, and instructed the town clerk to communicate with the owners concerned requesting them to refrain from plying for hire on the stand except with vehicles that run to time tables and on regular routes.

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Liverpool C.M.U.A. Parade.

The parade of commercial road vehicles at Liverpool, on Saturday, September 29th, was the fourth to be held in the city, and the eighth to be held in the County Palatine. The splendid turnout of nearly 120 motors for the route parade, must in these days of industrial depression, be considered a gratifying response to the efforts put forward by the Liverpool Area Committee of the Commercial Motor Users' Association, to make the local parade pre-eminent in Lancashire. The annual parade demonstrated that the city owners are as proud of their mechanical transport resources as they are of their splendid stables of heavy draught horses—said to be the finest in the country.

In the steam classes, the entries of Leylands and Sentinels constituted an overwhelming majority. Leylands were also a prominent feature in the petrol engined units, but their numerical preponderance was reduced by the presence of several Halleys, Albions, Karriers, Dennis, Maudslays, Austins, Thornycrofts, Traffic and Liberty vehicles.

Several vehicles represented relatively, the acme of perfection, and it was evident from the demeanour of both the drivers and their mates, as well as their employers, that working for the parade competitions was a labour of love. At the risk of making invidious distinctions, perhaps one might be permitted to single out three vehicles for special reference—a Dennis, Karrier and Leyland, used respectively for the carting of ashes, general transport purposes, and the transport of liquid loads in a seven-ton capacity tank. Each of these machines was in splendid condition for exhibition on parade, as well-polished engines instead of having sheet metal doors fitted on to the bonnet, had plate glass panels, which rendered the engine parts plainly visible. They gave the front part of the motors quite a finished appearance, but whether plate glass bonnet panels are a serviceable line has yet to be submitted to test over a longer period of time than a few weeks.

The fleet competitions stimulated keen interest. Ten teams of three vehicles in each figured in the steam class, and six teams in the petrol class, and Messrs. Fairrie & Co. won not only the fleet prizes, but also the premier honours of the day, in being awarded the two silver challenge cups:—(1) the Sentinel Cup, which was presented in 1920, by the Sentinel Wagon Works for the best fleet of three steam vehicles of any make; and (2) the Thornycroft Silver Cup, awarded for the best three vehicles of any make. The winning steamers were Leylands, and the winning petrols, a mixed fleet consisting of a Karrier, Dennis and Leyland. The Liverpool sugar refining firms, Messrs. Tate and Lyle, Ltd., Fairrie & Co., Ltd., and Macfie and Sons, provided more entries for the competitions than any other trade.

In some of the classes for motor haulage contractors, the entries were not sufficient to justify more than one or two prizes being offered, and in one class, that for 1918 single petrol vehicles (owned by motor haulage contractors) the only two machines entered failed to put in an appearance on the parade ground. There was, therefore, no competition.

In the single steam vehicles, 1918 class, there was an interesting veteran, a 1909 Sentinel, owned by Messrs. Greenall, Whitley & Co., brewers, of Warrington. It is in regular daily service, having a weekly mileage of between 250 and 300. Last year, it won a third prize; this year it just missed it.

The organisation of the parade was very much on the lines of the preceding events, with the main difference that this time no provision was made for electric vehicles. In its place a new section was introduced for non-members' vehicles, eight of them competing:—2 Thornycrofts, 2 Stars, Albion, Vulcan, Chevrolet, and Selden. The National Benzole Co., Ltd.'s Thornycroft took pride of place, with a Vulcan owned by Jos. Johnson & Son in the second position.

The method of awarding marks was to allocate each vehicle its full quota, from which deductions were made according to the condition of (1) steering and front axle, (2) engine and boiler (in the case of steamers), and engine transmission (in the case of petrols), (3) brakes and back axle, (4) body and general, and (5) work for presentation.

After the competitions had been decided the vehicles were marshalled for a route parade of the city, and were joined by some thirty or so non-competing machines, many of them presenting distinctly novel advertising ideas. For instance, there was a nimble little Ford, owned by Messrs. B. Sykes & Sons, disguised as a loaf of bread, and a big number of vans entered by the Liverpool sweet and confectionery firms, who, during the first week of the current month, were using advertising motors in connection with a scheme to make people "eat more candy."

The judges of the competitions were:—Col. B. Fairclough, J.P. (James Fairclough & Sons, Ltd., Warrington); Messrs. F. G. Bristow, M.Inst.T. (General Secretary, C.M.U.A., London); C. Le M. Gosselin, M.Inst.T. (H. Viney & Co., Ltd., Preston); D. Morgan (Bleachers' Association, Ltd., Manchester); D. Brindle (H. Viney & Co., Ltd., Preston); T. Molyneux, M.B.E., M.T.Mech.E. (City Engineers' Department, Liverpool); N. Barker (R. & N. Barker Transport Co., Ltd.); and Leo Swain (Leo Swain & Co., Ltd., Manchester).

The parade officials, to whom a word of commendation is due, were:—Chief Marshal: Mr. W. J. Cornes (Garlick, Burrell & Edwards, Ltd.); Assistant Marshal: Mr. W. J. Harper (William Harper & Sons, Ltd.); Stewards: Col. B. Fairclough (*Chairman*), Messrs. T. Jones (*Vice-Chairman*), F. G. Birch (*Hon. Treasurer*), J. R. Alexander, C. Dawson, R. W. G. Barnett, W. Edwards, J. L. Harper, C. H. Hylton, J. F. Kitchen, P. McGetrick, T. Lawrenson, J. T. Mount, Aled. O. Roberts, N. Smith, J. Rudd, A. C. Bloomer, R. S. Royle, D. E. Watson, A. E. Parry, J. R. Williams, and Mr. Charles R. Whitnall, F.S.A.A. (*Secretary*).

The prize winners were:—

Sentinel Silver Cup.—To be held for 12 months by the owner of the best fleet of three steam vehicles of any make:—Fairrie & Co., Ltd. (two 1913 and one 1920 Leylands), 303 points.

Thornycroft Silver Cup.—To be held for 12 months by the owner of the best fleet of three petrol vehicles of any make:—Fairrie & Co., Ltd. (1916 Karrier, 1920 Dennis, 1921 Leyland), 289 points.

Steam Fleets.—(1) Fairrie & Co., Ltd. (three Leylands), 303 points; (2) Tate & Lyle (three Sentinels), 282 points; (3) Fairrie & Co. (three Sentinels), 270 points.

Single Steam Vehicles, 1918, Haulage Contractors.—(1) Thos. Lawrenson (1918 Sentinel), 103 points. Certificates:—Thos. Lawrenson (1915 Sentinel), 102 points; Liverpool Cartage Co. (1915 Leyland), 78 points; William Harper & Son, Ltd. (1914 Leyland), 68 points; William Harper & Sons, Ltd. (1914 Leyland), 61 points.

Single Steam Vehicles, 1922, Haulage Contractors.—(1) Wm. Harper & Sons, Ltd. (1920 Leyland), 88 points; (2) Wm. Harper & Sons, Ltd. (1921 Leyland), 86 points; Liverpool Cartage Co. (1920 Leyland), 81 points; Wm. Harper & Sons, Ltd. (1920 Leyland), 76 points; Liverpool Cartage Co. (1920 Leyland), 70 points; Wm. Harper & Sons (1920 Leyland), 62 points.

Single Steam Vehicles, 1918, other than Haulage Contractors.—(1) Fairrie & Co., Ltd. (1913 Leyland), 108 points; (2) Fairrie & Co., Ltd., (1913 Leyland), 107 points; Greenall, Whitley & Co., Ltd. (1909 Sentinel), 101 points; Tate & Lyle, Ltd. (1916 Sentinel), 98 points; Tate & Lyle (1916 Sentinel), 96 points; Macfie & Sons, Ltd. (1913 Leyland), 89 points; Tate & Lyle, Ltd. (1916 Sentinel), 88 points; B. Sykes & Sons (1916 Sentinel), 82 points.

Single Steam Vehicles, 1918, other than Haulage Contractors.—(1) Fairrie & Co., Ltd. (1919 Sentinel), 94 points; (2) Tate & Lyle, Ltd. (1920 Leyland), 93 points; (3) Fairrie & Co., Ltd. (1919 Sentinel), 90 points; Fairrie & Co., Ltd. (1920 Leyland), 88 points; Fairrie & Co., Ltd. (1919 Sentinel), 86 points; Tate & Lyle (1920 Foden), 86 points; Tate & Lyle (1920 Leyland), 86 points; Tate & Lyle, Ltd. (1920 Sentinel), 85 points; Tate and Lyle, Ltd. (1920 Sentinel), 84 points; Macfie & Sons, Ltd. (1920 Leyland), 81 points; Macfie & Sons, Ltd. (1921 Leyland), 80 points; Greenall, Whitley & Co., Ltd. (1920 Sentinel), 78 points; Tate & Lyle (1920 Leyland), 76 points; Greenall, Whitley & Co., Ltd. (1920 Sentinel), 76 points.

Petrol Vehicle Fleets.—(1) Fairrie & Co., Ltd. (1916 Karrier, 1920 Dennis, 1921 Leyland), 289 points: (2) Garlick, Burrell & Edwards, Ltd. (three 1921 Leylands), 283 points; (3) William Ross (two 1919 Leylands and one 1920 Albion), 240 points.

Single Petrol Vehicles, 1922, Haulage Contractors.—(1) Garlick, Burrell & Edwards, Ltd. (1921 Leyland), 96 points; (2) Garlick, Burrell & Edwards, Ltd. (1921 Leyland), 96 points; (3) Garlick, Burrell & Edwards, Ltd. (1921 Leyland), 91 points.

Single Petrol Vehicles, 1918, other than Haulage Contractors.—(1) Fairrie & Co., Ltd. (1916 Karrier), 94 points; (2) W. & R. Jacob & Co. (Liverpool), Ltd. (1912 Leyland), 90 points.

Single Petrol Vehicles, 1922, other than Haulage Contractors.—(1) Fairrie & Co., Ltd. (1921 Leyland), 98 points; (2) Fairrie & Co., Ltd. (1920 Dennis), 97 points; (3) Anglo-American Oil Co., Ltd. (1921 Liberty), 91 points; (4) Wm. Ross (1919 Leyland), 90 points; Wm. Ross (1919 Leyland), 77 points; W. & R. Jacob & Co. (Liverpool), Ltd. (1921 Leyland), 74 points; Wm. Ross (1920 Albion), 73 points; W. & R. Jacob & Co. (Liverpool), Ltd. (1920 Leyland), 72 points; Richard Taylor & Sons, Ltd. (1920 Albion), 68 points; Woodruff & Parren (1921 Leyland), 64 points; B. Sykes & Sons, Ltd. (1920 Thornycroft), 64 points; W. & R. Jacob & Co. (Liverpool), Ltd. (1920 Leyland), 57 points; W. & R. Jacob & Co. (Liverpool), Ltd. (1920 Leyland), 57 points; Richard Taylor & Sons, Ltd. (1919 Albion), 50 points: W. & R. Jacob & Co. (Liverpool), Ltd. (1921 Leyland), 50 points; Glover Hill & Co. (1920 Leyland), 47 points; W. & R. Jacob & Co. (Liverpool), Ltd. (1919 Leyland), 41 points; Glover Hill & Co. (1919 Dennis), 36 points; Pure Cane Molasses Co., Ltd. (1921 Halley), 17 points; Pure Cane Molasses Co., Ltd. (1922 Halley), 15 points; Pure Cane Molasses Co., Ltd. (1922 Halley), 12 points.

Petrol Vehicles, Non-Members.—(1) National Benzole Co., Ltd. (1922 Thornycroft), 92 points; (2) Joseph Johnson & Son (1920 Vulcan), 89 points; National Benzole Co., Ltd. (1919 Albion), 78 points; S. Kitchen (1922 Chevrolet), 72 points; J. B. Johnson & Co. (1922 Thornycroft), 45 points.

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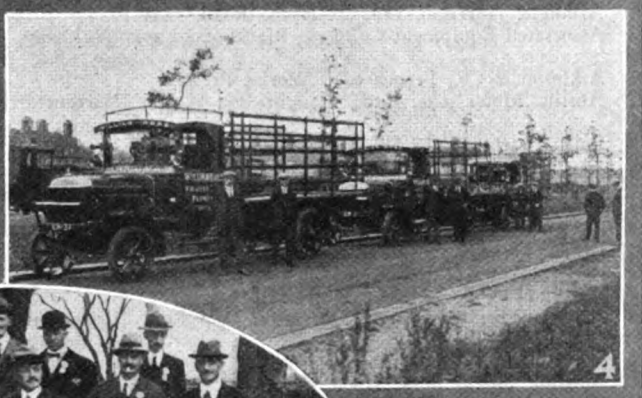

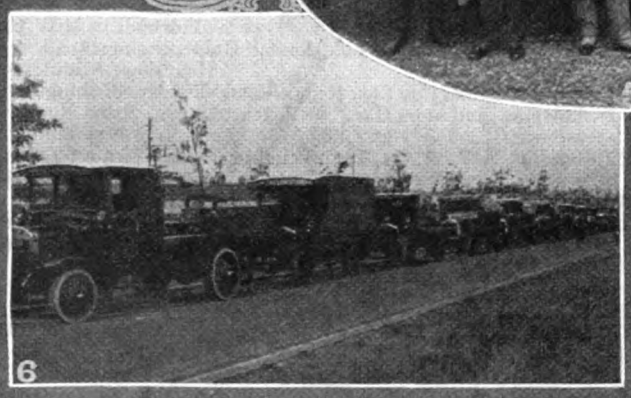

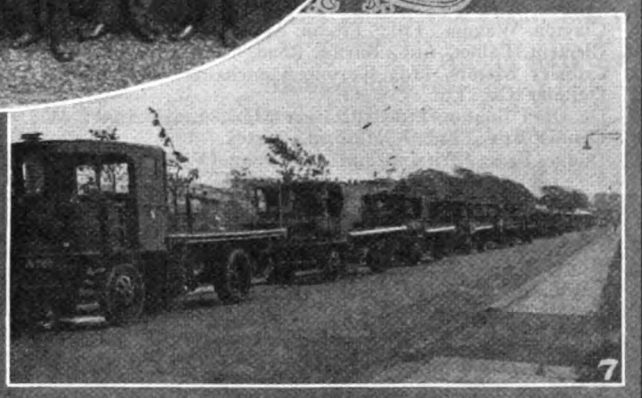

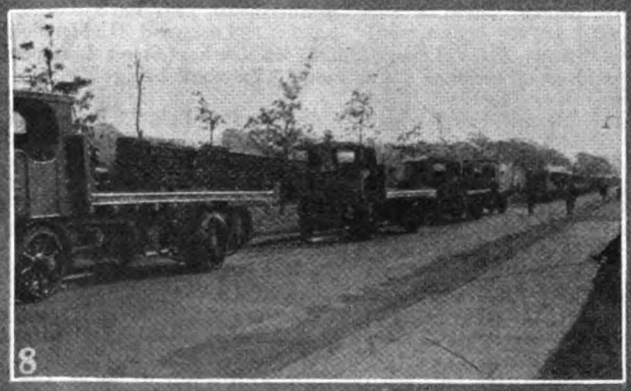

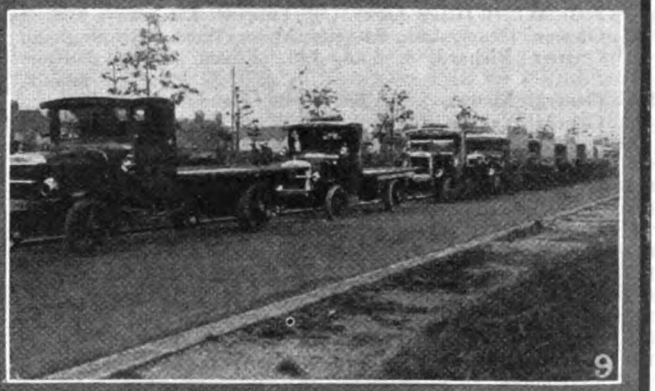

Liverpool C.M.U.A. Parade.

Photos] [WORLD'S CARRIERS.

1. Messrs. Fairrie & Co.'s Leyland Steamers. Winners of Sentinel Cup.
2. Messrs. Fairrie & Co.'s Petrol Team Winners of Thornycroft Cup. Karrier, Dennis and Leyland.
3. T. Lawrenson's Sentinel 1st Prize Winner 1918 Class.
4. "Yes! We have Bananas." Wm. Ross's Fleet of Leylands for Banana Transport.
5. Back row (left to right) Messrs. J. Clydesdale, N. Smith, T. Molyneux, J. Rudd, D. Morgan, and D. Brindle.
   Front row (left to right) Messrs. S. Hayes, N. Barker, F. G. Bristow, Col. B. Fairclough, J.P., Messrs. Leo Swain and C. Le M. Gosselin.
6. Thornycrofts and Halleys.
7. A fine display of Sentinels.
8. Fleet of Leyland Steamers.
9. Fleet of Petrol Lorries comprising Thornycrofts, Halleys, Leylands and Albions.

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International Commercial Motor Transport and Roads Development Exhibition.

Olympia, Nov. 22 to Dec., 1, 1923.

Preliminary List of Exhibitors.

Commercial Motor Vehicle and Body Work Section.

Stand No.

113 Albion Motor Car Co., Ltd., Bank Buildings, 20 Kingsway, W.C.2.
123 Allchin, Wm., Ltd., Globe Works, Northampton.
10 Ancona Motor Co., Ltd., 78/82, Brompton Road, S.W.3.
33 Anderson & Moehl, 58 Bredgade, Copenhagen, Denmark.
27 Arnott & Harrison, Ltd., 22 Hythe Road, N.W.10.
94 Associated Equipment Co., Ltd., Blackhorse Lane, Walthamstow, E.17.
85 Atkinson & Co., Frenchwood Works, Preston.
117 Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.
79 Baico Patents, Ltd., 115 Fulham Road, S.W.3.
32 Bartle, James, & Co., Ltd., Western Iron Works, Lancaster Road, Notting Hill, W.11.
128 Bauly, H. C., Ltd., 131/133 Bow Road, E.3.
125 Bayley's, Ltd., 42 Newington Causeway, S.E.1.
90 Beardmore Motors, Ltd., 112 Great Portland Street, W.1.
42 Berliet, Automobiles M., 40 Sackville Street, W.1.
80 Bonallack & Sons, Cable Street, E.1.
23 Bristol Tramways and Carriage Co., Ltd., Tramways Centre, Bristol.
122 Buckingham, John, Ltd., 332 Bradford Street, Birmingham.
127 Bunyan Shield and Hood Co., Ltd., Protector Works, Heath Town, Wolverhampton.
88 Burford, H. G., & Co., Ltd., 16 Waterloo Place, S.W.1.
26 Caledon Motor Co., Ltd., 98 Duke Street, Glasgow.
130 Carrosserie Latymer, Ltd., Pamber Street Works, Walmer Road, W.10.
39 Chelsea Carriage Works, 90 Lots Road, Chelsea, S.W.10.
84 Chelsea Motor Building Co., Ltd., 164 King's Road, Chelsea, S.W.3.
21 Citroen, Andre, 22 Buckingham Gate, S.W.1.
16 Clayton Wagons, Ltd., Titanic Works, Lincoln.
9 Clement Talbot, Ltd., Barlby Road, N. Kensington, W.10.
31 Crossley Motors, Ltd., Gorton, Manchester.
92 Daimler Co., Ltd., Coventry.
112 De Dion Bouton, Ltd., 10 Great Marlborough Street, W.1.
91 Dennis Bros., Ltd., Guildford, Surrey.
30 Dodge Bros. (Britain), Ltd., Stevenage Wharf,, Stevenage Road, Fulham, S.W.6.
29 Dodson, Christopher, Ltd., Cobbold Road, Willesden, N.W. 10.
83 Du Cros, W. & G., Ltd., 177 The Vale, Acton, W.3.
35 Duple Bodies & Motors, Ltd., Pembroke Road, High Street, Hornsey, N.8.
37 Durant Motors, Ltd., Trading Estate, Slough, Bucks.
47 Dyson, R. A. & Co., Ltd., 76/80 Grafton Street, Liverpool.
13 Eagle Engineering Co., Ltd., Eagle Works, Warwick.
106 Fiat Motors, Ltd., 43/44 Albemarle Street, W.1.
102 Fodens, Ltd., Elworth Works, Sandbach, Cheshire.
40 Four Wheel Drive Lorry Co., Ltd., 44 Kingsway, W.C.2.
28 Garner, Henry, Ltd., Moseley Motor Works, Birmingham.
87 Garrett, Richard, & Sons, Ltd., Leiston Works, Leiston, Suffolk.
104 General Motors, Ltd., The Hyde, Hendon, N.W.9.
14 General Vehicle Co., Ltd., 43 Shoe Lane, Holborn Circus, E.C.4.
86 Guy Motors, Ltd., Falling's Park, Wolverhampton.
107 Hall, J. & E., Ltd., 10 St. Swithin's Lane, E.C.4.
114 Halley's Industrial Motors, Ltd., Yoker, Glasgow.
41 Harris & Hasell, Ltd., 141 Victoria Street, Bristol.
126 Hazeldine & Norton, 55 Lant Street, Southwark, S.E.1.
110 Hickman Body Building Co., Ltd., 8 Grove Road, S.W.12.
109 Karrier Motors, Ltd., Karrier Works, Huddersfield.
22 Lancia & Co., 18 Berkeley Street, Piccadilly, W.1.
99 Leyland Motors, Ltd., Leyland, Lancs.
124 Light Vehicles, Ltd., Powlett Street, Wolverhampton.
103 Liversidge, J., & Son, Ltd., 561 Old Kent Road, S.E.1.
15 London Lorries, Ltd., Spring Place, Kentish Town, N.W.5.
93 Mann's Patent Steam Cart and Wagon Co., Ltd., Pepper Road, Hunslet, Leeds.
100 Maudslay Motor Co., Ltd., Parkside, Coventry.
89 Minerva Motors, Ltd., Minerva House, Chenies Street, W.C.1.
111 Morris Motors, Ltd., Cowley, Oxon.
120 North Western Motors, Ltd., 35 Norton Street, Liverpool.
38 Ransomes, Sims & Jeffreys, Ltd., Orwell Works, Ipswich.
108 Rawlence, L. C., & Co., Ltd., 39 Sackville Street, W.1.
93 Renault, Ltd., Seagrave Works, West Brompton, S.W.6.
81 Robson, Wm., & Thos., Ltd., 60 Farringdon Road, E.C.1.
82 Rover Co., Ltd., Meteor Works, Garfield Road, Coventry.
20 Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, N.W.1.
36 Scammell Lorries, Ltd., Fashion Street, Spitalfields, E.1.
119 "Sentinel" Waggon Works (1920), Ltd., Shrewsbury, Salop.
11 Spurling Motor Bodies, Ltd., Bedford Works, Old Oak Lane, Willesden, N.W.10.
98 Star Engineering Co., Ltd., Frederick Street, Wolverhampton.
12 Stevens' Petrol-Electric Vehicles, Ltd., 68 Victoria Street, S.W.1.
24 Strachan & Brown, Wales Farm Road, N. Acton, W.3.
105 Straker-Squire, Ltd., Angel Road, Edmonton, N.18.
78 Strode Garage and Electricity Works, Herne, Kent.
129 Tasker, W., & Sons, Ltd., Waterloo Iron Works, Andover.
97 Thornycroft, John I., & Co., Ltd., Thornycroft House, Smith Square, S.W.1.
96 Tilling-Stevens Motors, Ltd., Maidstone.
115 Unic Motors, Ltd., 18 Brewer Street, Buckingham Palace Road, S.W.1.
95 Vandy's, Ltd., 27a Pembridge Villas, Notting Hill Gate, W.11.
116 Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport.
19 Walker Vehicles, Ltd., Caxton House, Westminster, S.W.1.
121 Willowbrook Motor Co., Belgrave Gate, Leicester.
101 Willys-Overland-Crossley, Ltd., Heaton Chapel, Stockport.
25 Yellow Cab Manufacturing Co., Ltd., 173/175 Great Portland Street, W.1.

Accessory and Component Section.

218 Adanac, Ltd., 7a Bury Street, Fulham Road, S.W.3.
210 Allen-Liversidge, Ltd., 106 Victoria Street, S.W.1.
207 Anglo-American Oil Co., Ltd., 36 Queen Anne's Gate, S.W.1.
246 Anti-Attrition Metal Co., Ltd., 1 Victoria Street, Westminster, S.W.1.
231 Automotive Products, Co., 3 Berners Street, W.1.
131 Barclay, Monro, Williams & Co., 13 Earl Street, Westminster, S.W.1.
251 Batteries, Ltd., Hunt End Works, Crabbs' Cross, Redditch.
195 Bazley-White, junr. J., 3 Love Lane, Eastcheap, E.C.3.
268 Beckett, Laycock & Watkinson, Ltd., Acton Lane, Harlesden, N.W.10.
188 Beldam Asbestos Co., Ltd., Lascar House, Staines Road, Hounslow, Middlesex.
201 Bowden Brake Co., Ltd., King's Road, Tyseley, Birmingham.
2 Bowman Radiators, Ltd., 56 Pritchett Street, Aston Road, Birmingham.
200 Bowser, S. F., & Co., Inc., Windsor House, Victoria Street, S.W.1.
256 Bramco (1920), Ltd., 2 Radford Fields, Coventry.
265 British Bock Bearings, Ltd., 10 Princes Street, Westminster, S.W.1.
250 British Lighting and Ignition Co., Ltd., B.L.I.C. Works, Cheston Road, Aston, Birmingham.
138 British Oil & Turpentine Corporation, Ltd., 55/56 Chancery Lane, W.C.2.
217 British Petroleum Co., Ltd., London House, 3 New London Street, E.C.2.
171 British Timken, Ltd., Ward End, Birmingham.
192 Brown, David, & Sons (Huddersfield), Ltd., Park Works, Lockwood, Huddersfield.
186 Brown & Co, (Loton), Ltd., 56/58 Renshaw Street, Liverpool.
193 Burton, Griffiths & Co., Ltd., 70 Vauxhall Bridge Road. S.W.1.
145 Car & General Insurance Corporation, Ltd., 83 Pall Mall, S.W.1.
144 Car Services Ltd., 83 Pall Mall, S.W.1.
247 Coan, Robt. W., 219 Goswell Road, E.C.1.
263 Cocker Bros., Ltd., Fitzalan Works, Sheffield.
261 Concord Co., Ltd., 18 Berners Street, W.1.
213 Cooper, Webb-Jones & Co., Stockwell Works, Walsall.
8 Corrie, J. B. & Co., 15 Victoria Street, S.W.1.
249 Coventry Radiator Co., Ltd., Raglan Works, Lower Ford Street, Coventry
238 Cresswells', Ltd., Wellington Mills, Laisterdyke, Bradford.
252 Davenport, G., & Co., Ltd., 99/105 Clerkenwell Road, E.C.1.
228 Degory No-Jet Carburator Co., 93 Moore Park Road, S.W.6.
148 Durose, F. W., Lloyds Bank Chambers, Smethwick.
253 Electric Steel Castings Co., Ltd., Wentworth Chambers, Pinstone Street, Sheffield.
149 Elm Street Engineering Works, 188 Gray's Inn Road, W.C.1.
214 Engelbert & Co., 119/125 Finsbury Pavement, E.C.2.
220 Eve, F. H., Ltd., Old Bedford Road, Luton, Beds.
254 Ferodo, Ltd., Sovereign Mills, Chapel-en-le-Frith.
241 Gas Lighting Improvement Co., Ltd., Alexandra House, Queen Square, W.C.1.

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Stand No.

161 Glacier Metal Co., Ltd., Waldo Road, Willesden Junction, N.W.10.
140 Gliksten, J., & Son, Ltd., Carpenters Road, Stratford, E.15.
72 Hadfields (Merton), Ltd., Western Road, Mitcham.
136 Hall & Hall, 47 Leadenhall Street, E.C.3.
266 Hart, John T., & Sons, Wrights' Buildings, Grange Road, Bermondsey, S.E.1.
242 Hatch, George, Ltd., Queenhithe, E.C.4.
205 Hobson, H. M., Ltd., 29 Vauxhall Bridge Road, S.W.1.
197 Hoffmann Manufacturing Co., Ltd., New Street, Chelmsford, Essex.
142 Holroyd, John, & Co., Ltd., Perseverance Works, Milnrow, nr. Rochdale.
77 Hollings & Guest, Ltd., Thimble Mill Lane, Birmingham.
227 How, F., & Co., 77/83 High Street, Stratford, E.15.
226 Hoyt Metal Co. of Great Britain, Ltd., Deodar Road, Putney, S.W.15.
135 Hydraulic Hoist Co., 182 Lord Street, Southport.
132 Ida Starter, Ltd., 54 New Broad Street, E.C.2.
147 International Silencer Co., Ltd., 14 Queen Victoria Street, E.C.4.
143 Jones, A. A. & Shipman, Ltd., New Century Works, East Park Road, Leicester.
258 Kaye, Joseph & Sons, Ltd., Lock Works, Leeds.
240 Kirkstall Forge, Ltd., Leeds.
255 Laystall Motor Engineering Works, Ltd., Ewer Street, Southwark, S.E.1.
202 Lucas, Joseph, Ltd., Great King Street, Birmingham.
208 Mann, Egerton & Co., Ltd., 5 Prince of Wales Road, Norwich.
73 Mansions Motor Co., Ltd., 78 Petty France, Westminster, S.W.1.
172 Markt & Co., (London), Ltd., 98 Clerkenwell Road, E.C.1.
133 Miller Bros., The Common, Brighouse, Yorks.
215 National Benzole Co., Ltd., Wellington House, Buckingham Gate, S.W.1.
229 Nicol, R. D., & Co., Ltd., Prudential Buildings, Sheffield.
187 North & Sons, Ltd., 14 Soho Square, W.1.
211 Oiline Refining Co. (Great Britain), 32 Thornhill Road, Handsworth, Birmingham.
185 Oldfield, J. & R., Ltd., Warwick Street, Birmingham.
146 Parsons, Thos., & Sons, 315/317 Oxford Street, W.1.
137 Peters, G. D., & Co., Ltd., Caxton House, Westminster, S.W.1.
184 Pettett's Patent Safety Filler Co., West Pier, Brighton.
230 Pickavant, J. W. (Himself), 27/29 Summer Row, Birmingham.
203 Ransome & Marles Bearing Co., Ltd., Stanley Works, Newark.
243 Rhodes' Fordgear, 153 Manningham Lane, Bradford.
237 Robinhood Engineering Works, Ltd., Putney Vale, S.W.15.
204 Rotax (Motor Accessories), Ltd., Rotax Works, Victoria Road, Willesden Junction, N.W.10.
245 Rudge-Whitworth, Ltd., Coventry.
216 Safety Storage Systems, Ltd., Abbey House, Westminster, S.W.1.
199 Silvertown Lubricants, Ltd., Minoco Wharf, West Silvertown, E.16.
267 Simms Motor Units (1920), Ltd., Percy Buildings, Gresse Street, W.1.
178 Skefko Ball Bearing Co., Ltd., Luton.
264 Small & Parkes, Ltd., Hendham Vale Works, Harpurhey, Manchester.
198 Smith, S., & Sons (M.A.). Ltd., Cricklewood Works, N.W.
248 Smith, Parfrey & Co., Ltd., Pimlico Wheel and Motor Works, Rannoch Road, Fulham Palace Road, Hammersmith, W.
212 Smith's, Thomas, Stamping Works, Ltd., Red Lane, Coventry.
236 Snowdon, Sons, & Co., Ltd., Millwall, E.14.
234 Spiral Tube and Components Co., 47 Caledonian Road, King's Cross, N.1.
196 Stephens, R., & Sons, 63 Church Road, Upper Norwood, S.E.19.
224 Sterling Metals, Ltd., Northey Road, Coventry.
233 Sterns, Ltd., Royal London House, Finsbury Square, E.C.2.
232 Supurb Carburetter Syndicate, Ltd., 5 Lothbury, E.C.2.
71 Tecalemit, S. A. des Etabs, 18 Rue Brunel, Paris, France.
1 Thompson Bros. (Bilston), Ltd., Bradley Tank Works, Bilston, Staffs.
141 United Motor & General Insurance Co., Ltd., 169 Great Portland Street, W.1.
235 Vacuum Oil Co., Ltd., Caxton House, Westminster, S.W.1.
206 Vandervell, C. A., & Co., Ltd., Acton Vale, W.3.
162 Wakefield, C. C., & Co., Ltd., 30/32 Cheapside, E.C.2.
225 Wayne Tank & Pump Co., 9 Kingsway, W.C.2.
74 White Cross Insurance Association, Ltd., 5 Moorgate Street, E.C.2.
139 Wilcot (Parent) Co., Ltd., 26/27 Avenue Chambers, Southampton Row, W.C.1.
239 Willcox, W. H., & Co., Ltd., 38 Southwark Street, S.E.1.
163 Wolf, S., & Co., Ltd., 115 Southwark Street, S.E.1.
262 Worsnop & Co., Halifax.
194 Yorkshire Insurance Co., Ltd., 1 Bank Buildings, Princes Street, E.C.2.
259 Zenith Carburetter Co., Ltd., 40 Newman Street, W.1.

Tyre Section.

284 Avon India Rubber Co., Ltd., 343/345 Euston Road, N.W.1.
277 Bates, W. & A., Ltd., St. Mary's Mills, Leicester.
276 Bergougnan Tyre Co., Store Street, Tottenham Court Road, W.C.1.
269 Connolly, J. W. & T., Ltd., 65 Wharfdale Road, King's Cross, N.1.
219 Ducasble Tyre Co., Ltd., Bank Buildings, 16 St. James's Street, S.W.1.
279 Dunlop Rubber Co., Ltd., Broad Street Chambers, Easy Row, Birmingham.
223 Goodrich, B. F., Co., Ltd., 117/123 Golden Lane, E.C.4.
274 Goodyear Tyre and Rubber Co. (Great Britain), Ltd., 162 Shaftesbury Avenue, W.C.2.
273 Harboro' Rubber Co., Day and Night Rubber Mills, Market Harborough.
272 Henley's Tyre and Rubber Co., Ltd., 20/22 Christopher Street, E.C.2.
278 Hutchinson, Etabs., 119/125 Whitfield Street, Tottenham Court Road, W.1.
221 Industrial Rubber Products, Ltd., 191/192 Tottenham Court Road, W.1.
283 Leyland and Birmingham Rubber Co., Ltd., 24/30 Duke Street, E.C.3.
280 Macintosh, Chas., & Co., Ltd., 22/23 Jewin Street, E.C.1.
288 Michelin Tyre Co., Ltd., 81 Fulham Road, S.W.3.
275 North British Rubber Co., Ltd., 204 Tottenham Court Road, W.1.
287 Pirelli, Ltd., 144 Queen Victoria Street, E.C.4.
285 St. Helens Cable and Rubber Co., Ltd., Trading Estate, Slough.
282 Shrewsbury, S. T. and Challiner Tyre Co., Ltd., 120 Wilton Road, Victoria, S.W.1.
271 Spencer, G. Moulton & Co., Ltd., 3 Central Buildings, Westminster, S.W.1.
222 United States Rubber Co., 47 Farringdon Street, E.C.4.
270 Willys-Overland-Crossley, Ltd., Heaton Chapel, Stockport.
286 Wood-Milne, Tyres and Manufacturing Co., Ltd., 64 Victoria Street, S.W.1.

Associations.

70 Automobile Association and Motor Union, Fanum House, Whitcomb Street, W.C.
75 Commercial Motor Users' Association, Inc., 50 Pall Mall, S.W.1.

Publications Received.

The Prinicipal Factors in Freight Train Operating. By Philip Burtt (George Allen and Unwin, Ltd., 10/6 net).

This is essentially a book for the railway student, and constitutes a detailed examination of important facts and figures with which he daily comes into contact. The central theme is the importance of the train load and wagon load, and it shows that there is a vast scope for economies in freight-train operation by the steady enlargement of these loads. The book will be found of considerable assistance to the layman interested in the economic side of transport in understanding the various statistics issued by the Ministry of Transport. All the varied factors affecting the train load are dealt with; the organisation of a goods station, the marshalling yard, transhipping, engine capacities, standardization of railway wagons, etc.

Mr. Burtt says that perhaps the most important aspect of the railway problem will be how to render the railway system capable of carrying with minimum increase in capital expenditure an ever increasing volume of railway traffic. The traffic carrying capacity will have to be enlarged, and there are four directions in which such increased capacity can be secured:—

(1) A general extension and enlargement of running lines, sidings, and terminal accommodation, involving the expenditure of additional capital. This is perhaps the easiest, as it is the most expensive method of procedure.

(2) A steady improvement in working in the way of increased freight-train loads and wagon loads.

(3) An improvement in the speed of locomotives, trains and traffic, by improvement of the railway organisation on its mechanical side; and

(4) More vigorous human energy in all directions, which is described as a powerful factor affording great hope.

The work is of considerable value as a text book for students preparing for examinations adopted by railway companies. The book contains some 25 illustrations and diagrams.

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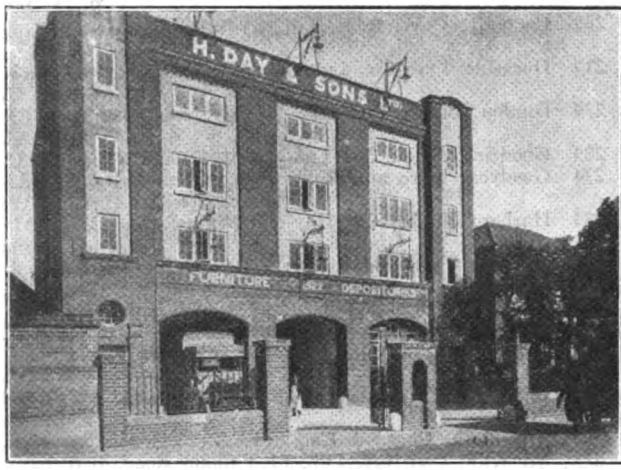
Day & Sons New Depository.

THE firm of H. Day & Sons, Ltd., of 429 Norwood Road, West Norwood, London, S.E., have, for a long time, been labouring under the disadvantage of having premises too small for their rapidly increasing business and, consequently, they have been having to rent buildings where they have been able to get them, which, as furniture storers and removers are well aware, is not a satisfactory state of affairs. Messrs. H. Day & Sons, therefore, very wisely decided to build a suitable depository themselves on the most up-to-date lines. As owners of a very large plot of ground at the back of their Norwood Road premises they had no difficulty in finding a suitable site and there they have built what undoubtedly is a model depository of four stories with a floor space of approximately 12,000 square feet and actual storage accommodation for about 150 loads of furniture. The firm has recently taken over the new depository from the builders and our readers may judge from the accompanying photographs that the large accommodation available shows signs of being none too much for the requirements of the growing business.

The depository fronts on Chestnut Road, and the ground occupied runs right through to Chatsworth Road, from which there is also an entrance, and there is ample room for extension which is already in contemplation. Each of the floors measures approximately 65 ft. by 55 ft.

The ground floor is occupied by the general offices and the dispatch department and access is provided through two archways with fire-proof roller shutter doors as shown in the photograph. In front of the premises there is a spacious concrete paved yard and a Pratt's petrol pump with underground storage for 1,000 gallons of petrol. In addition to a staircase, a goods lift, worked by electricity, provides access to the three upper stories. At the back of the premises, supported by a steel girder built into the wall of the building, there is lifting tackle provided for the quick removal of the lift vans on to and off the platform lorries, and there is also an outside stairway providing an emergency exit in case of fire. There is sufficient space beneath the archways for the accommodation of several pantechnicons at the same time and the ground floor is sufficiently large to provide temporary accommodation for a large quantity of furniture, in addition to that ready for despatch, not requiring permanent storage.

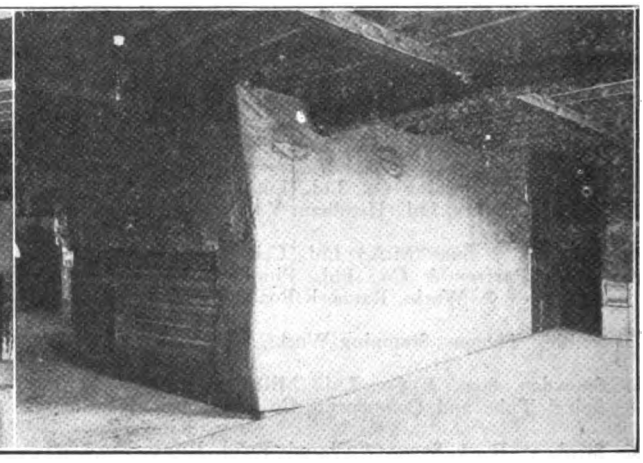
The first floor has concrete flooring so as to isolate the upper portion of the building should, by chance, fire break out on the ground floor, in fact the whole building is built on the fire-proof principle with fire-proof doors. Another interesting innovation is that the windows are so constructed, that for cleaning they may be reversed and the outside windows cleaned without the cleaner having to climb outside.



Photos] [WORLD'S CARRIERS.

Left.— Front view of H. Day & Sons New Depository. Right.—A new 1-ton Ford Van by Harold Perry & Co., Invicta Works, E. Finchley. Van mounted on N.A.P. Tyres. Dyson trailer in background.

The storing of furniture is exceedingly interesting and one needs to inspect the methods in a well conducted depository in order to appreciate the skill required. Not only must each consignment of furniture be so stored that it may be easily got at and removed without disturbing other consignments, but it must also be so arranged that the goods to which the owners will probably require access may be got at with minimum trouble. For instance, in the majority of cases those who have stored furniture require their pianos, even if they have only taken temporary apartments, and therefore an inspection of a well conducted depository shows that the pianos are nearly always so placed that they may be removed in a few minutes. Similarly if goods are stored in the summer, all winter apparel is also stored with them, therefore, it is an advantage to have the wardrobe receptacles easily get-at-able. Day & Sons appear to have reduced this method of storage to a fine art.



Photos] **Two interior views of H. Day & Sons new depository.** [WORLD'S CARRIERS.

To the rear of the Chestnut Road new premises, there are large sheds and what was one time stabling, all of which have been converted to the requirements of the business. One large one-time stable has been converted into a store-room for furniture, such as chairs, tables, etc., to let out on hire for entertainments of various kinds. Day & Sons can supply all things necessary for the entertainment of 500 people. There is also a furniture repairing department, including upholstery. This is more or less in connection with the firm's second-hand furniture shop department, though at the same time they

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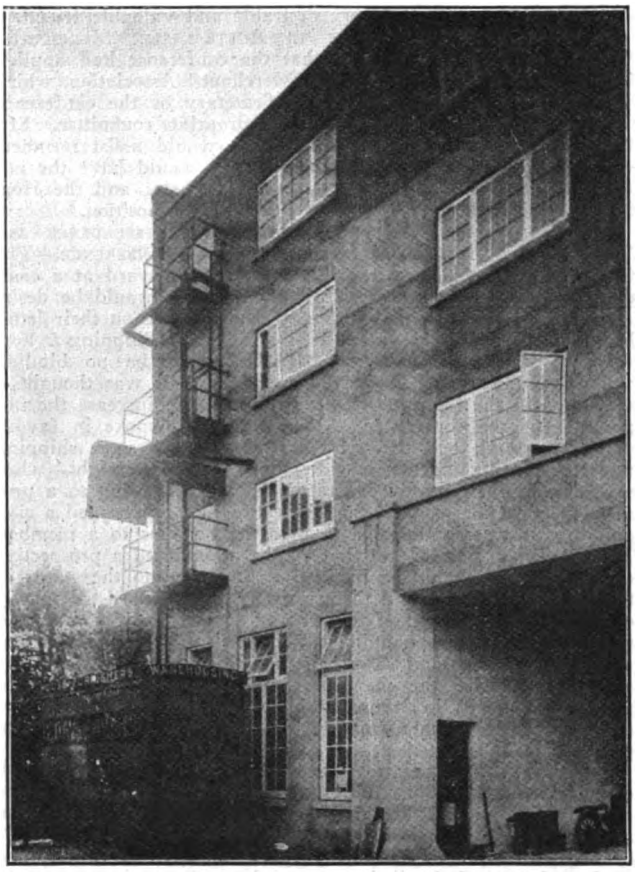
are, we understand, willing to undertake furniture repairs for their customers.

Naturally the removal department is a very large one and Day & Sons carry out removals to all parts of the British



Showing H. Day & Sons depository emergency exit and also lifting tackle for sling vans.

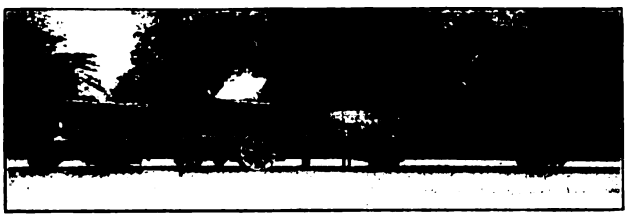
Isles, and abroad if necessary. They own a considerable fleet of motor vehicles including, Karriers, Guys, Federals, and also a one-ton Ford for run-about work; they also own Dyson 3-ton trailers. For local work they use horse pantechnicons and they are firm believers in the handiness of the lift van, of which they own several.

Day & Sons are, in addition, contractors for delivery work for the Norwood and Tulse Hill Railway Stations; they are in fact the local delivery agents.

Shrewsbury & Challiner Steel Wheels.—We have on several occasions described the Shrewsbury S. T. & Challiner steel disc wheel, which is constructed on most scientific lines. These wheels are manufactured to carry both light and heavy loads and actual users state that they give every satisfaction. We have received the firm's new catalogue which describes and illustrates the construction of the wheels fully. Application for copies should be made to the Shrewsbury S. T. & Challiner Tyre Co., Ltd., Ardwick Green, Manchester.

Heavy Haulage in London.

Coulson & Co., Haulage contractors and merchants, Coronation Road, Park Royal, London, N.W.10, are now well-known in the ranks of heavy haulage contractors. Our photographs show a large contract they have recently completed. This was the transport of steel girders for bridges on the route of the Golders Green to Edgware extension of the London Electric Railway. Steel bridges have been constructed over seven roads on the Golders Green section, that is, Finchley Road, Golders Green Crescent, Golders Green Road, Elmcroft Crescent, Woodville Road, Highfield Avenue and Shire Hall Lane. The bridges including the Golders Green Crescent to Woodville Road are being constructed by the Horseley Bridge & Engineering Co., Ltd., and the bridges over Highfield Avenue and Shire Hall Lane are being constructed by John Butler & Co., Ltd., of Leeds, as well as three other bridges on the Hendon section of the extension. The total weight of the girders for these

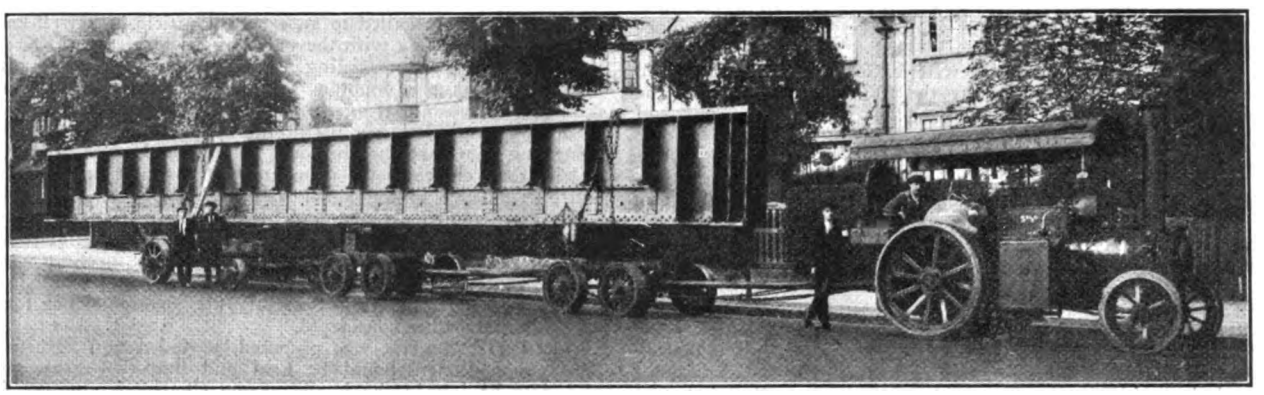


A Coulson outfit hauling 21-ton Girders, St. Pancras to Golders Green.

bridges is approximately 1,500 tons. The weight of the girders varied, the highest being 25 tons. Coulson & Co., have delivered 38 large girders weighing from 14 to 25 tons from St. Pancras to the sites of the bridges at Golders Green and Hendon. Some of the girders were over 70 feet long and these were delivered on a special eight-wheel girder-wagon fitted with sliding bolsters, and with a four-wheel heavy machinery wagon attached behind, the latter also being fitted with sliding bolsters. The haulage was done by Coulson & Co.'s Foster and Garrett tractors.

The Degory Carburetter.—The Degory new R. A. 5 model carburetter is described in a folder sent to us by Degory Carburators, 93 Moore Park Road, Fulham, London, S.W.6. It is claimed that the Degory carburetter is suitable for all internal combustion engines without exception, and will function perfectly with all fuels—petrol, benzole, benzole mixtures, benzine, natalite, discol, penrol, napthaline, or paraffin. On the heavier fuels smaller choke tubes are required, but heating arrangements, hot air supply or vaporisers are all dispensed with, which is an unique advantage. The Degory carburetter is made in six sizes ranging in price from £7 to £14. In addition there is a special Ford model at £6 and a motor cycle model at £5.

Hollings & Guest's Presses, etc.—Hollings & Guest, Ltd., Thimble Mill Lane, Birmingham, are, we are glad to learn, experiencing a big demand for their various hydraulic presses and pumps for foreign and colonial use. At the present time they have machines on order for various parts of the world, including China, India, East Africa, Australia and the Gold Coast. They also have a large number of presses and pumps going through the works for use at home, including a machine for the Portsmouth Dockyard.



A 25-ton Girder being hauled by Coulson & Co., to Golders Green. See text.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letters will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

RUNAWAY TRAILER.

To the Editor of THE WORLD'S CARRIERS.

SIR,—The daily press, ever eager for sensational matter in connection with motor vehicles, had a paragraph appearing under the above heading recently, in which it describes a remarkable accident occurring to a lorry and trailer when on a hill.

The cause of the accident is given as due to the lynch pin becoming detached, and this appears to be extremely probable. It has often amazed us to notice the light-hearted manner in which drivers of lorries and trailers proceed about their business, and doubtless in many cases such accidents are due to neglect on the part of the driver not keeping his apparatus in good order.

Nevertheless, it appears to us that the responsibilities of the manufacturer of the vehicle are not sufficiently appreciated. To supply a motor lorry for hauling trailers, equipped with a trailer bar connection consisting of a lynch pin dropped into a bent-over sheet-iron plate, appears to us to be asking for trouble. Another point is that seldom, if ever, is provision made by the lorry manufacturer for operating effectively the brakes of the trailer. The connection of a motor lorry with a trailer weighing, with its load, anything from 2 to 10 tons, demands much more consideration than is usually given to this subject, as should the trailer run away or get out of control the amount of damage that can be caused is immense.

The Saurer Company, who have had a very long experience of trailer haulage, have given their particular attention to these two points. The connection provided on the chassis for the towing bar is a substantially built fool-proof affair, which cannot, under any normal circumstances, permit of the connection being accidentally broken while the outfit is travelling.

In the second place they have designed a special type of trailer brake operating gear which ensures the employment of the brakes fitted to the trailer at their full efficiency, and at the same time obviates damage to the cable or operating gear itself by means of a special form of friction clutch which allows for automatic slipping in the event of an over-load.

We are, dear Sirs, Yours faithfully,
For THE SAURER COMMERCIAL VEHICLE CO., LTD.;
4th October, 1923. RALPH E. WILSON,
Sales Manager.

London Shipping and Forwarding Agents' Conference.

A GENERAL MEETING of the members forming the conference was held at the London Chamber of Commerce, Cannon Street, London, E.C.4, on Wednesday, October 3rd.

Mr. M. E. Duffett (J. D. Hewett & Co., Ltd), the Chairman, presided, and was supported by the following members of the Committee:—Messrs. H. G. Crellin, Chas. Tofts, E. Cockell, and W. Woollett. Hon. Secretary, Mr. Wm. B. Woolley (Neale & Wilkinson, Ltd.).

Members:—Messrs. Frank J. Gerson and B. D. Brigg (Rosenberg Loewe & Co., Succrs., Ltd.), G. E. Rickard (A. F. White & Co.), G. Perry (British Commercial Transport Co., Ltd.), T. Dennis (Jas. Little & Co., Ltd.), D. Pitts (Van Oppen & Co., Ltd), and H. K. Coppendale (Morrison Pollexfen & Blair, Ltd.).

The Minutes of the last General Meeting, held on 17th May, 1923, were read and confirmed.

NEGOTIATIONS WITH LONDON, MIDLAND AND SCOTTISH RAILWAY REGARDING SAILING LISTS AND COMPETITION.—The Hon. Secretary reported that since the last meeting he had been in continuous negotiation with the London, Midland & Scottish Railway, and the last letter from the railway company, dated 24th September, regretted that at the moment the company was not in a position to report any decision. At the committee meeting, held prior to the general meeting, he (the Hon. Secretary) had been instructed to push the matter forward for a definite decision, and in the event of unnecessary delay the matter to be again taken up with the Chief Goods Manager of the Company.

COMPETITION BY AND AGENCY FEE OF STEAMSHIP COMPANIES.—The Chairman said that at the last meeting it was decided to remit this question to a sub-committee on to which Mr. W. A. East was to be co-opted. A meeting had been held and the matter fully gone into and unfortunately they had been forced to the conclusion that nothing further could be done at the moment.

CONFIRM ELECTION OF MESSRS. W. A. J. TILLERAY & CO., LTD., TO MEMBERSHIP.—The Hon. Secretary reported the receipt of a form of application for membership, and it was unanimously resolved that Messrs. W. A. J. Tilleray & Co., Ltd., be admitted to the conference. It was with deep regret, continued Mr. Woolley, that he had to report the decease of Mr. W. A. J. Tilleray since the application had been received, and he was quite sure, from his personal knowledge of Mr. Tilleray, that the conference had lost a very desirable and valuable friend.

AFFILIATION OF CONFERENCE TO AUSTRALASIAN MERCHANTS' ASSOCIATION.—It was reported that the conference had applied for affiliation to the Australasian Merchants' Association, which had been accepted, and the Hon. Secretary of the conference would represent the members on the appropriate committee. Mr. Duffett pointed out that such affiliation would assist members engaged in the Australian Trade, as they would have the advantage of information relating to freights, etc., and the Hon. Secretary could keep members *au fait* with the position.

NOTIFICATION BY MEMBERS ON THEIR CORRESPONDENCE AND MEMORANDA OF THEIR MEMBERSHIP OF THE CONFERENCE.—The Chairman said this was a question brought forward at a committee meeting, when it was suggested that it would be desirable that members of the conference should state on their letter headings that they were members of the London Shipping & Forwarding Agents' Conference. There would be no binding obligation upon members in this regard, but it was thought it would be in the interests of members and also increase the importance of the conference. Several members spoke in favour of the proposal, and the point was raised that some shipping and forwarding agents outside the conference might, when soliciting business, produce a members' letter heading to a prospective client and suggest that the conference represented a ring and that it was inadvisable to give the business to a member. The Chairman pointed out that on the other hand a prospective client would probably be inclined to inquire into the status of the conference and would then ascertain that it consisted wholly of reputable shipping and forwarding agents. It was then proposed, seconded and unanimously carried that as the proposal received the full support of the meeting the Hon. Secretary should circularise the members, and if the replies received shewed a majority in favour it should constitute an authority to the Secretary for him to request the members to adopt the proposal.

SECRETARY'S LETTER TO AMERICAN TRADE COMMISSIONER REGARDING BRITISH FREIGHT BROKERS.—The Hon. Secretary reported the receipt of a questionnaire from the American Trade Commissioner for information enabling a comparison to be made between British and American organisations, to which he had made a long and detailed reply, giving full particulars of the conference and its objects. The American Trade Commissioner, in a courteous reply, had intimated that the Hon. Secretary's letter had been included in a report to Washington.

P.L.A. IMPORT TARIFF.—The Secretary reported that these tariffs were now available, and members had been notified by him to that effect.

PHILADELPHIAN PORTS.—Mr. Woolley advised he had received several copies of a brochure dealing with the Port of Philadelphia, and he would be very pleased to hand a copy to any member interested.

A MAGAZINE ARTICLE.—The Hon. Secretary said that his attention had been called to an excellent article in a well-known trade journal dealing with the value of the services of the reputable shipping and forwarding agent. The writer of the article appeared to have a doubt as to the best method of securing a reliable and substantial agent, and he (Mr. Woolley) had written to the Editor enclosing a list of the members of the conference, informing him that the shipping public could, with advantage, restrict their choice to the members of the conference, and have entire confidence in the agent so selected.

SHIPPING AND FORWARDING AGENTS AND INSURANCE COMPANY SURVEYORS.—The Hon. Secretary reported the receipt of a letter from a member regarding this matter. The meeting was of opinion that the point raised was of first importance, and it was arranged to hand the Hon. Secretary the correspondence for the matter to be further considered.

ANNUAL DINNER.—It was proposed, seconded and agreed that the annual dinner should be held and that the arrangements and date be left in the hands of the Chairman and the Hon. Secretary.

REBATE FORMS.—A member brought forward the question of Steamship Companies demanding signatures to rebate forms. After long discussion it was decided to take no action in the matter.

Increased Anglo-Persian Oil Imports.—Continued expansion of the oil refining industry in Great Britain, and of the demand for home-produced petrol, is indicated in the latest Customs' House figures giving the weekly imports of crude oil into the British Isles. The figures show an increase of nearly 2,000,000 gallons over the previous high record of deliveries to the Anglo-Persian Oil Company's plant near Swansea. In the period covered, seven full cargoes of crude oil, totalling 17,035,525 gallons, arrived from Persia to be refined into "B.P." motor spirit and other products.

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Overseas News.

(Supplied by Reuter's Trade Service.)

Electrically Driven Vehicles.—Experiments in France.—The National Office of Inventions and Industrial and Scientific Research, the Union of Electrical Syndicates and the French Automobile Club are conducting experiments as to the practicability of the wider use of electrically driven vehicles. After having charged their accumulators, eighteen lorries and cars left Bellevue, just outside Paris, and drove round the suburbs. These trials will be continued for ten days. It is pointed out that there are now 180,000 electrically driven vehicles in the United States; 30,000 in Great Britain and 3,000 in Italy. Since in France petrol is expensive and water-power abundant, it is urged that the perfection of electrically-driven cars would result in effecting a national economy.

United States Motor Vehicle Production.—The output of motor vehicles in the United States during August totalled 348,733 against 327,102 for July, according to an estimate based on carload shipment reports made to the National Automobile Chamber of Commerce.

Motor Cars Registered in United States.—The Bureau of Public Roads reports a total registration of motor vehicles on July 1st, of 13,002,427. This is an increase of 764,052 since the first of the year, and of 9,489,431 in the last six and a half years. The registration showed the following classifications:—Private passenger cars, 11,571,181; trucks and commercial cars, 1,371,058; taxi-cabs, buses and cars for hire, 60,188; trailers, 24,111, and motor cycles, 141,521. The number of the last two classes was not included in the registration total.

Motor Vehicle Industry in New Zealand.—A Government statistical report covering the period from 1911 to 1922 has been issued in New Zealand showing the rapid growth of the motor industry in the Dominion. Motor vehicles to the value of £561,710 were imported in 1911, while in 1922 the figures had risen to £1,670,694. The development of the motor trade has made motor engineering one of the most important industries in New Zealand. In 1911 it ranked 35th in the value of its products, whereas last year it had risen to the fifteenth place. In 1911 there were 71 motor engineering establishments, while in 1922 there were 473.

Motor Vehicles in Canada.—Automobiles and other motor vehicles registered throughout Canada in 1922 numbered 514,657, an increase of 10.9 per cent. over the previous year. A circular issued by the Highways branch of the Department of Railways and Canals also shows that revenues from registrations and licence fees aggregated $9,279,243 in 1922, an increase of 21 per cent. over 1921. The grand total of automobiles entering Canada last year from the United States for varying periods was 996,329. The total number of persons entering Canada from the United States for touring purposes was 3,985,316. Canadian cars entering the United States for touring purposes during the year numbered 100,810.

United States Electric Vehicle Market. — The Walker Vehicle Company, of Chicago, is erecting an addition to its plant at an estimated cost of $1,000,000. The Edison Company, of New York, is erecting a large Service Station there, three floors of which will be used by the Electric Truck division of the Company; there will be three charging boards, No. 1 will contain 132 circuits of 100 amperes each; board No. 2 will consist of 10 panels; the third board will be installed in the battery test room.

Australia. Customs Duties on Motor Cars.—The Coachmakers' Union in Victoria has authorised its officials to interview Labour members of the Federal Parliament with the view of having the customs duties increased on motor cars. The Union considers that much of the work on motor cars imported into the Commonwealth could be carried out locally. The Minister of Customs, replying recently to a question in the House of Representatives stated that during the past financial year £1,051,336 was paid in duty on motor cars, chassis and parts. In addition, £189,851 was received in duty on petrol and other oils used for providing power to drive the cars.

American Shipping Notes.—The new intercoastal service established by the United States Lines jointly with Messrs. Houlder, Weir and Boyd, was started when the steamship "*Sudbury*" sailed from New York for the West Coast through the Panama Canal. This new service provides weekly sailings from New York and Baltimore to Los Angeles harbour, San Francisco, Portland, Seattle and Tacoma, and will employ a fleet of twelve or more fast ships, averaging more than 10,000 tons dead weight carrying capacity.

The Red Star and Holland-America Steamship Lines announce a joint service arrangement for the winter months. Red Star vessels ordinarily sailing between New York and Antwerp will stop at Rotterdam, and Holland-America liners operating between New York and Rotterdam will stop at Antwerp.

Marine Exhibition in New York.—The American Marine Exhibition will be held at New York during the week beginning November 5th. Fuel oil-burning equipment will be the most important feature of the show.

Road Improvement in Chile.—The Senate in Santiago has approved the project providing for paving with asphalt the road between Valparaiso and Casablanca, at an estimated cost of 3,000,000 pesos. The project provides for the application of this sum of money and its raising by means of the issue of bonds paying interest at 8 per cent. annually with an accumulative amortisation of 2 per cent. annually. The service of this loan will be covered with the sum total of the road tax received in the province of Valparaiso. The Government will pay the contractors in money or in bonds, so long as the latter are at par. The law further authorises the Government to contract the staff necessary for the supervision of the work, under the control of the Engineer of the Province. The project has still to obtain the approbation of the House of Deputies, but it is expected soon to be adopted.

Compulsory Sailing Ship Freight Rates in Sweden.—Sailing ship owners who are members of Sveriges Segelfartygsfoerening (Swedish Sailing Ship Union) and a large number of other ship owners decided at a meeting held at Helsingborg to apply compulsory freight rates next year, and appointed a committee to work out the rates. This measure is considered of vital importance to Swedish shipping.

Czechoslovakia.—Duties on Automobiles.—In accordance with the clauses of the Franco-Czechoslovak commercial treaty, says the *Gazette de Prague*, the Czechoslovak customs duties on French automobiles have been reduced from 65 to 45 per cent. Countries which have concluded commercial treaties with Czechoslovakia on the most favoured nation basis will benefit by the same facilities. These countries are:—Great Britain, Italy, Germany, Austria, Spain and Switzerland.

Ford for Poland.—It is reported in Warsaw that Mr. Henry Ford, having failed to establish plants in Germany and of late in Czecho-Slovakia, is seriously interested in the opportunities Poland has to offer in this connection. His idea is to manufacture his inexpensive cars for the Eastern European, Russian and Near East markets at a cost still lower than that at which they are produced in the United States, this being made possible by the comparative cheapness of labour and raw materials in Poland.

Motor Coach Trials on Swedish Railway.—The Boraas-Ulricehamn Railway Company is applying for a Government loan of Kr. 350,000 for the purpose of carrying out trial traffic with motor coaches.

New Latvian Shipping Line.—Reuters Trade Service learns that a new Latvian shipping line has been established between Latvia and Belgium with the view of coping with the increasing trade between the two countries. The name of the company is Latvijas-Belgijas Linija (Latvian-Belgian Line), and a regular service will be maintained between Latvian ports and Ghent.

Vancouver-Los Angeles Highway.—A smooth unbroken highway now stretches from Vancouver to Los Angeles, linking two nations and joining three states to the province of British Columbia. The last bucket of cement completing the highway was poured in the presence of thousands of motorists who met at Cloverdale, B.C., to attend the opening ceremony.

Automobiles in Saskatchewan.—Sixty thousand automobile licence plates have been issued in Saskatchewan to date this year, breaking all previous records. This number does not include over 1,300 livery cars and is also exclusive of motor trucks.

Motor Coach on French Railway.—The *Echo de Paris* learns from Beauvais that trials have taken place on the line from Milly to Formerie with a new type of motor coach driven by an 18 h.p. petrol engine. The vehicle, which is similar to a tramway car, carries 30 passengers seated and a platform for about 20 passengers standing and luggage. The coach did 32 kilometres in 1 hour 4 minutes with two stops. This will be the first railway motor coach to circulate in France, the result of the trial having been very satisfactory.

New Canadian Shipping Service.—The Department of Trade and Commerce announces the inauguration of a monthly service by the Canadian Government Marine between Vancouver, Avonmouth and Glasgow. The first sailing will be on October 20th. Outbound vessels will carry grain, canned goods, lumber and a general cargo, while the return cargo will include iron and steel and general goods.

Tenders for Railway Construction in New Zealand.—Tenders are invited by the Secretary, Public Works Tender Board, Wellington (N.Z.) up to noon on March 18th, 1924, for the construction of 18 miles of railway, including bridges, station buildings, earthworks, approach road metalling, etc. Plans may be inspected at the office of the New Zealand High Commissioner in London.

New Freight Service. — A new freight service between Baltimore and Miami, Fla., has been established.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Shipping and Forwarding Agents.—The movement in traffic is much smaller than agents think it should be for the time of the year. During the last three or four weeks the volume of freight has been below the average of the first eight months of the year. Agents speak of the trouble they are experiencing in regard to Irish traffic. Owing to the refusal of the Dublin transport workers to load and unload Coast Line steamers, several companies are running small vessels to Dublin, where, the writer is informed, cargoes are simply dumped on to the quays, which are hopelessly congested, and rather inadequately protected. There have been losses through damage and pilferage, and, generally, conditions, so far as Dublin dockside transport is concerned, are reported to be chaotic. Some of the companies who are running steamers from Liverpool to Dublin, are getting fairly good rates. Another grievance of shipping and forwarding agents is the anomalies which exist in regard to freights to certain continental ports. Why it should be cheaper to ship goods to Antwerp via Amsterdam, instead of to Antwerp direct, it is difficult to understand. This is only one of a number of instances of a similar character. During the past month, motor haulage contractors have been quoting shipping and forwarding agents some extraordinarily cheap rates.

Petrol Pumps in Liverpool.—The Liverpool Corporation has consistently refused to allow petrol pumps to be erected on public highways, and on one occasion compelled the proprietor of a pump who had acted in defiance of its ruling, to remove his pump from the footway on to his own private property. There are several pumps in service in the city, but they are all on private ground. The Corporation has now received from the Ministry of Transport a circular which states "that local authorities have no power to sanction, or even acquiesce, in the erection of petrol pumps or similar installations on lands dedicated to a public highway. It seems very desirable that petrol pumps should, wherever possible, be erected on private property adjacent to the highway, in such a manner as to enable vehicles to draw up to the pump without causing obstruction either in the carriageway or on the footpath."

Cross River Transport: A £6,000,000 Scheme.—A scheme has just been launched (but not yet adopted by the local municipal authorities on the Merseyside) for a tunnel to link up the four Merseyside boroughs. For a long time it has been recognised that the cross river transit facilities are not what they should be, and a tunnel has been suggested by the advisory engineers as a cheaper alternative to a bridge, which would cost ten and a half million pounds, compared with the tunnel's six and a half million pounds. As showing how cross river traffic has increased, it may be mentioned that the number of vehicles carried on the Birkenhead and Wallasey goods boats, in 1901, was approximately 330,000, and for the year 1921-22, 640,000. A committee of the Merseyside Co-ordination Committee has been appointed to consider the scheme put forward, prior to it being referred to the various local authorities concerned.

Canal Traffic.—Presiding at the half-yearly meeting of the proprietors of the Leeds and Liverpool Canal Co., at Liverpool, on September 21st, the chairman of directors, Mr. W. E. Willink, said it was satisfactory that they were able to show a half-yearly account with a balance available for dividend of nearly £12,000. It was unfortunate that although the volume of commodities carried had increased, the tolls received were lower than last year. This was only what had to be expected owing to the reduced rates charged by their competitors. They were now carrying only three-quarters of what they carried in 1913. The bye-traders were now carrying about one-twentieth of the cotton which the company used to carry. Of grain, only one-seventh of what the company formerly carried was now carried. About one-half of groceries was being carried, and of machinery a little more than one-third.

"Hush Hush" Speed Traps.—The method of timing the speed of heavy motor vehicles passing through Frodsham was strongly criticised at the local police court, last month, when Mr. W. E. Hough protested that it was not fair that as the drivers entered and emerged from the "trap," they were not warned until the summons was issued. This, he affirmed, minimised their chances of obtaining witnesses and preparing their defence. Mr. Clarke, who defended another of the defendants, said it was incumbent on the police to identify the driver. He called the Court's attention to the fact that the summons in his case was dated July 30th, in respect of a charge made on June 17th, and pointed out that under section nine of the Act the charge failed. Charles Ashcroft, a defendant, told the bench that he knew the road very well, and the last few years had travelled over it during the summer, forty to fifty times. His firm had now cancelled all Chester trips, and they were not going to use the road any more. Fines of from £4 to £10 were imposed.

Doing Their Bit.—Some little time ago, the Lord Mayor of Liverpool wrote to all firms in the shipping, forwarding and transport trades, urging them to employ to the extent of five per cent. of the staff, disabled ex-service men, and thus qualify for the inclusion of their name on the King's Roll. The response has only been moderate, for only 25 firms have enrolled. The following firms of furniture removers are participating: Messrs. W. Boote and Sons, Elizabeth Street; Coleman's Depositories, Ltd., Park Road; Copplestone, Unsworth and Co., Ltd., Duke Street; H. Heyes and Son, Ltd., Cazneau Street; Mousell Brothers, Ltd., Bronte Street; and Spencer Bros., Brownlow Street.

Driving, and Road Safety.—Lately the phrase "The menace of the roads," has been bandied about pretty generously by the newspapers and it has been suggested by various critics that there should be a strict surveillance in the granting and holding of drivers' licences. At Liverpool the Hackney Carriage Sub-Committee has always been somewhat strict on this point, and the chairman of the committee has now expressed the opinion that the law should be so amended that a declaration should be made by every applicant for a licence as to his fitness to drive and driving capabilities. The driving test he did not consider practicable because of the costly administration that would have to be set up. In Liverpool alone there were 35,000 motor drivers. One power the committee lacked, he added. If a taxi-driver has been convicted and is so held to be unfit to hold a licence for taxi-driving, he can, and often does, go to a privately owned garage, and there under a general licence, is employed as a driver. That loophole was a grave detriment to the general public.

Profitable Buses.—The accounts of the Birkenhead Corporation Tramways Department for the last municipal year were issued last month, and the tramways manager (Mr. Cyril Clarke) reports that the Corporation motor buses show a gross profit of £15,740, which, after deducting £2,712 for interest and sinking fund charges, leaves a net profit of £13,028. This has been disposed of as follows:—Purchase of one bus, £1,030. Purchase of land, £308. Relief of rates, £5,025. Reserve fund (buses) £6,665. The motor bus reserve fund now stands at £7,561. Two buses have been added to the fleet during the year—one 32-passenger Straker Squire, and one 20-passenger "One Man" bus. The number of buses in operation at March 31st, 1923, was 17. The total number of motor bus passengers carried in 1922-23 was 2,585,750, compared with 2,256,863 in the previous year; and the respective receipts were £38,616 15s. 3d., and £33,907 12s. 6d. The total of passengers for the past year was distributed thus: Moreton, 1,623,106; Upton, 299,910; Port Sunlight, 307,601; Seacombe, 199,864; Liscard, 92,838; Wallasey, 10,695; Miscellaneous routes, 51,736.

How Buses bring Business.—At a recent meeting of the Birkenhead Chamber of Trade, the Chairman said it had come to his knowledge that the Crosville Motor Bus Co., was very shortly to run buses through the town. At the present time the Corporation allowed Crosville buses to run passengers from Frankby to Park Road West, Birkenhead, with a stipulation that the fare from Upton should be a penny more than that charged on the Birkenhead buses. He understood that the Crosville Company had approached the Ministry of Transport to get permission to run in and out of Birkenhead. It would be very silly and shortsighted to attempt to interfere with the running of the Crosville buses which brought trade into the town. They hoped, however, that the Crosville Company would discharge their passengers in the centre of the town, where they could do their shopping and not take them to Park Station, which was the entrance gate to Liverpool. Having regard to the fact that the Corporation had the power of choosing the route, it was decided that a resolution be sent to the Corporation pointing out that the rateable value of Grange road had risen enormously, and if the Corporation wanted to maintain that value, or increase it further, it was in their interest to see that every inducement was given the bus company to bring people into the centre of the town instead of running them directly over to Liverpool.

Birkenhead Road Transport Association.

At the September meeting of the Birkenhead Road Transport Association, Major Ormerod presided. There were also present Messrs. H. H. Crutchley, A. Smith, J. Williams, and the secretary (Mr. J. Fletcher).

The meeting was called to discuss a letter from the Commercial Motor Users' Association relative to the scheme of fusion of Road Transport Associations. Mr. A. Smith, at the request of Major Ormerod, outlined briefly the objects and stated that he had been trying to get into touch with the secretary of the Liverpool Cart and Motor Owners' Association with reference to the proposed conference. After a lengthy discussion, it was decided to ask Mr. Smith to attend the forthcoming conference when called, and that he be empowered to have a free hand after conferring with the Liverpool Association.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—September was on the whole a quiet month, but in one or two sections of the road transport trade slight improvements were noticeable. In the town hire section, which embraces the vehicles for short cartage and porterage in connection with cloth warehouses trade, was particularly bad and long lines of vehicles were noticed day by day.

Tests for Motor Drivers.—The Manchester Watch Committee at a recent meeting, appointed a deputation to approach the Ministry of Transport with a view to ensuring that legislation shall be introduced making tests for motor drivers compulsory before driving licences are granted. The Manchester Watch Committee have previously urged that tests should be instituted before granting a driving licence, but this is the first time that strong representations have been made to the Ministry of Transport. In many cases one finds views expressed favourable to the proposal, whilst others consider that there is no real necessity for a test, as incapable drivers soon come under police notice and are suitably dealt with in court for driving to the public danger.

Transport Workers' Organisation.—It is understood that the Transport & General Workers' Union and the National Union of Railwaymen have reached a joint understanding which will enable non-unionist workers to be dealt with either at railway stations or docks, warehouses, etc. It seems possible that the test will be applied to Manchester in the near future.

Slow Moving Traffic and a Salford Bye-law.—Some time ago the Salford Corporation obtained a bye-law which ordered persons in charge of slow moving vehicles to keep, as far as possible, close to the kerbstone. At the time the bye-law was made it was stated that the object was to facilitate the passage of quicker moving traffic. The bye-law has not proved successful so far as police efforts to obtain convictions is concerned, and in a recent case it was proved that the bye-law was technically wrong. Two drivers were summoned for contravening the bye-law, and the prosecuting solicitor informed the Stipendiary that the bye-law was based on a section of the Salford Improvement Act of 1867, which stated: "The Corporation may make bye-laws for the regulation of street traffic," and a section of the Salford Corporation Act, 1902. The later Act states that the powers given to the Corporation by the Act of 1867 shall enable them to make bye-laws requiring drivers of heavy and slow going vehicles to keep to a particular portion of the road. It was pointed out for defendants that whereas the Act of Parliament limited the powers of the Corporation to "heavy and slow vehicles," the bye-law referred to "any vehicle," and the Stipendiary on these grounds dismissed the summonses. Continuing, the Stipendiary said, "I think this bye-law is beyond the authority of the Corporation, and they will have to get an Act of Parliament to extend it." It is not expected that any further summonses can be taken out in view of the Stipendiary's ruling.

Police Methods.—The Cheshire Police have for some months adopted a method of timing heavy motor cars and allowing them to proceed without warning the drivers that they had passed through a "trap." At Oakmere this method has been followed by the police and has called forth strong protests from solicitors representing drivers summoned to appear. At Runcorn it has been intimated that this practice is not approved of by the Magistrates, and the Clerk informed the police that drivers in such circumstances had very little chance of preparing a defence.

Fines for Commercial Motor Offences.—The magistrates in various parts of the country are acting unreasonably when commercial motor offences come before the bench, and the Area Committee of the Commercial Motor Users' Association and the Manchester Transport Owners' Association (Joint Organisation) has decided that strong steps be taken to bring the matter before the authorities in some suitable manner. Members of Parliament are to be approached with a view to amendment of the law being obtained as speedily as possible with relief from police action in the meantime. The committee will not allow the matter to rest and the subject will be given special attention until improvement is obtained.

A Case for Appeal.—A Manchester motor coach owner was approached by the police at the identification of the Cheshire County Police upon the registered number of a vehicle having been obtained but no further information. He was asked by the police for the name of the driver, but as two drivers were on the vehicle it was impossible to state which one was driving at the time the vehicle was booked. The name of the man driving the vehicle out of Manchester was given, and instead of summoning the driver named the police issued a summons against a partner in the firm owning the vehicle for driving in a manner dangerous to the public, and a further summons for failing to give information required by the police. The Commercial Motor Users' Association defended the case, and although the owner summoned was not on the vehicle at the time the magistrates had to consider how to deal with the case and eventually dismissed it. On the other charge of failing to give information to the police a fine of £10 was imposed despite the efforts of the firm to place all available information in the hands of the police, and an appeal has been entered against this conviction. The appeal case is to be heard in October.

City's Omnibus Bill.—Manchester is to promote a Bill in Parliament next session to embrace a variety of improvements in the city area, and a special meeting of the Manchester City Council is to be held on October 31st to direct the promotion of the Bill. Of interest to road users are the following: The Improvements Committee have temporarily abandoned the proposed widening of Cannon Street, but seek power to borrow the sum of £300,000 for the purchase of land and payment of compensation in respect of street and bridge widenings and general improvement purposes. The streets to be improved are set out as follows:—London Road, Auburn Street and Upton Street (Property purchased for new bank); Queen's Road or the corner of Queen's Street; Oldham Road, between Lamb Lane and the City Boundary (Land forming forecourts); Oldham Road and Dean Lane (Site for bank); Oldham Road; Hulme Hall Lane (Widening of canal bridge); Hulme Hall Lane (Garden land between South Street and Oldham Road); Grey Mare Lane (Land forming part of fair ground); Rusholme Road and Brook Street (Property required for widening corner); Slade Lane (Vacant land adjoining L. M. & S. Railway); Slade Lane and Stockport Road (Old Toll House, etc.); Slade Lane (garden opposite Kingsway); Upper Chorlton Road (garden land); Withington Road, between Dudley Road and May Road (garden land and forecourts); Acquisition of property in Wilmslow Road and Hardman Street. Recission of the bye-law made in pursuance of Section 44 of the Manchester Corporation Tramways Act, 1900, as regards the restricted user of the tramways in Portland Street, Peter Street, and John Dalton Street. Powers for the operation of trackless trolley vehicles along routes within the city where tramways have already been authorised and not constructed, and outside the city where tramways are authorised and not constructed, but are to be leased to the Corporation.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Still More Buses.—In the West Riding of Yorkshire motor bus undertakings continue to extend in a remarkable way, and it is amazing how public patronage appears to spring up immediately a service is commenced. The towns in the Riding are in very close proximity and there is always a steady stream of traffic of one sort and another between the various centres, and if the bus services provide links between any two districts success would appear to be assured. The secret appears to be to fix time tables which meet the convenience of would-be travellers. The local authorities continue to show their powers in connection with the licensing of vehicles, and sometimes it must be admitted that their decisions are difficult to understand. The service which the public is securing from this newly-developed branch of transport may be judged from the fact that in one part of the county five different bus services run over one road, where, up to the end of the war, there was not a single service.

Buses Versus Railless.—The Leeds and Bradford Corporations are both considering the possibilities which the motor bus possesses in preference to tramways and railless vehicles, which both authorities own, and it is likely that the lower initial cost of motor buses will show itself favourably in the decisions of the departments concerned. In most cases it is impossible to extend tramway tracks under present circumstances but the inclination is towards motor buses as against railless vehicles, which the tramways departments have fostered against all arguments in favour of the motor bus. The point is that the motor bus is now reaping the advantages of the intensive development which the internal combustion engine obtained during the war. Body building and the economy of space on board buses are the only points which have had to be considered in adapting war experience to modern passenger traffic needs.

Licence Conditions.—The Otley District Council has been considering the conditions upon which hackney carriage licences are to be granted and have insisted that motor bus owners must provide doors at the rear of the vehicles as emergency exits, and notifying that on the renewal of licences the Council will feel bound to consider the provision of driving mirrors and satisfactory lighting arrangement. Owners realise the vital importance of taking every precaution against accidents, but to condemn a vehicle which has been in service because it does not meet with new regulations is a hardship upon the owners which ought not to be imposed except under extraordinary circumstances. To compel an owner to buy a new vehicle, or to have the body reconstructed is a difficult matter, and a step which should not be taken without the position of the owner being discussed.

In the Courts. — A case of picking up passengers by a visiting motor coach was dealt with at Scarborough recently, when a Bridlington coach driver was summoned for plying

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for hire without a licence. The man's employer was also summoned for permitting the offence. A load of passengers was seen to be booked on a private stand. For the defence it was argued that the driver erred in ignorance. If a Scarborough coach went to Bridlington and took a load up from a private stand no steps would be taken by the police there. The case was dismissed under the Probation Act on the undertaking being given to keep within the law.

Rubber Road for Bradford.—Bradford is to experiment with a rubber surface on one of the principal streets of the city on a plan which is certainly novel. Solid tyres will be cut up into suitable sections, and the sections, about two inches thick, will be laid on the street being held down by tar. It is estimated that the cost of this new type of rubber covering will work out at about half the cost of the rubber road laid near the Cenotaph, in London. If the experiment is successful, other streets will be laid with a similar material. Here, then, the motor user is likely to benefit in three directions: (1) By having a better and quieter road surface; (2) less wear on tyres; and (3) by a better price for worn out tyres, for an increased demand will certainly bring an increase in the price of scrap rubber.

Road Closing Effort.—Skipton Rural Council is the latest body to take steps to close roads to heavy traffic and a list of roads which it is proposed to take steps to schedule for vehicles over 6 ft. 3 in. in width is being prepared for the necessary steps to be taken to get an order from the Ministry of Transport. The roads are in various parts of a wide area covered by the authority.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

State of Trade.—There are few signs of improvement in the state of trade generally.

The Law and Motor Traction.—The time of County Court Judges is being increasingly devoted to dealing with cases affecting questions of motor traction. Necessarily it must be so and there will be no tendency for it to diminish. Interesting points are frequently raised. Judge Head had two before him at the last sitting of the Hull Court. In one case the question was, whether the emission of smoke from a steam wagon was negligence, and so rendered the owner liable for damages for a road accident. The solicitor who raised the point had to admit that there was no authority which laid it down that the mere emission of smoke on the highway was negligence, and the defending solicitor was quick to point out that the presence of a steam wagon on the road was perfectly legal, and that the driver had a right to stoke his fire and thus cause smoke because otherwise he could not move. His Honour agreed with the defence on that point but he found as a fact the driver stoked up when only about 50 yards from an approaching horse and that the black cloud of smoke which followed the stoking caused the animal to shy. Negligence, he said, was the omission to take such care as under the circumstances it was the legal duty of a person to take, and so he found the driver to blame and awarded damages—£50.

Boys Start a Steam Wagon.—Another case demonstrated the danger of leaving a vehicle unattended and unwatched. Two employees of the Allied Transport Company, Ltd., Birmingham, left their steam wagon standing in a side street whilst they went into a cocoa-house for lunch. Almost as soon as they had gone some meddlesome lads mounted it, operated the levers and started it moving, with the result that it, tank-like, forced its way through the front of a lodging house, the owner of which claimed £84 damages. Here the plaintiff's counsel urged that it was negligence to leave the wagon, but it was contended for the defence that the mere fact of thus leaving it was not negligence because there was nothing by which the driver could foresee what occurred. Were it negligence every motorist leaving his car unattended would have to padlock his levers and self-starter. The Judge is taking time to consider his decision.

Port Congestion.—For months Hull coal exporters and shipowners have been up-in-arms because of the congestion caused by the inefficient handling of coal traffic at the port. This has led to great delay, ships being held up because the coal which they wanted was blocked on the railway. As a result of a discussion with the London and North Eastern Railway the Company has decided to appoint a new mineral traffic controller at the port who will be responsible for the release of coal from the collieries and the general co-ordination of arrangements between the exporters and the Company.

A Universal Problem.—At a meeting of the Hull Watch Committee a letter was read from the City Coroner enclosing a jury's recommendation that the Corporation should make regulations rendering it compulsory for motor vehicles to stop when they approach tramcars which passengers are entering or from which they are alighting. The suggestion is an old one but it is very unlikely that power will ever be given to make such a regulation. As a member of the Committee pointed out there are two sides to the question, and the Chief Constable very correctly referred to the danger which tramcar riders frequently create by standing in the roadway instead of waiting on the kerb for the car. The Town Clerk told the Committee that the Association of Municipal Corporations are making approaches to the Government on the matter, and he promised to report any developments.

The Chara as Aid to Police.—The recent strike of dockers in Hull, which commenced without a moment's notice, and continued for five weeks before the men capitulated, cost the city £4,946 in extra police services. No outside police were called in, but all the members of the Hull force were on duty four extra hours per day, for which they were paid 2/6 per hour. One of the items of expense was the hire of a large chara from the Newington Motor Company, Ltd. This vehicle was kept in a central position ready to dash off at any moment with a full load of men to deal with any emergency which might arise. Its services were never required as the strikers at no time came in conflict with the police. The Watch Committee, however, agreed that the action of the Chief Constable in engaging the chara was very wise and the money it cost well spent.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—Judged by the largely increased number of commercial motor vehicles seen in the principal streets of Birmingham and on the roads in the Midlands generally, it would appear that the carrying trade at least is experiencing better times, though why this should be is a little difficult to understand as the iron and steel trade of the district, and the heavy engineering trade, has suffered a relapse and is almost as quiet as at any time since the slump commenced. Motor coach owners are now closing their summer programmes and many coaches have been laid up until the spring. The motor manufacturing trade has slacked off after having experienced a comparatively good year with a longer season than usual. Manufacturers are now busy on their plans for next season and working their hardest to find out how to cut down prices to meet the serious competition which it is evident will exist. Manufacturers of heavy commercial vehicles report a slow but steady trade. The increase in the number of six-wheel vehicles seen locally is still very marked and it would appear that for long distance journeys with heavy loads the six-wheeler is generally more popular than the four-wheeler either with or without trailer.

Birmingham-Wolverhampton Road.—Work is to be commenced on the new road between Birmingham and Wolverhampton at a very early date, and tenders are now being invited for the construction of this road. There were various obstacles to be overcome before a start could be made, prominent among these being the opposition of the Worcestershire County Council, but these have now been overcome. The work will be carried out by contract in sections and, in order to fairly proportion the number of unemployed which will be employed on the scheme, it has been arranged that each authority concerned will send a number of men proportionate to the sum contributed. Fifty per cent. of the cost will be borne by the Ministry of Transport, and the remaining cost will be divided in the following proportions:—City of Birmingham, £120,000; County Borough of Wolverhampton, £350,000; County Borough of Dudley, £20,000; County Borough of Smethwick, £20,000; Urban District of Oldbury, £10,000; Urban District of Tipton, £10,000; Urban District of Rowley Regis, £7,000; Urban of Colesey, £5,000; Rural District of Halesowen, £2,500. It will probably be two years before the road is open to traffic, though sections may be opened before then, but when it is opened it will undoubtedly relieve the existing roads between Wolverhampton and Birmingham very considerably and facilitate traffic passing through these towns.

Severn Tunnel.—The question of a bridge over the river Severn between Gloucester and the Severn Tunnel, the service through which is really inadequate for the needs of modern traffic, is again under consideration, and an important conference of Public Authorities was recently held at Chepstow. It was stated during the conference that the Great Western Railway Company were proposing the construction of a bridge as an alternative to the Severn Tunnel and that if the Government would assist the Railway Company financially they would scrap the Tunnel. It was decided ultimately to send a deputation to the Ministries of Transport and Labour, and to the Great Western Railway Company, to press for the construction of a road and rail bridge from Beachley, near Chepstow, to Aust Cliff. Such a scheme would cost several millions but it would undoubtedly be an immense boon to road vehicle owners, and it might be possible whilst constructing the bridge to carry out the proposal of erecting a barrage for the purpose of storing the energy of the Severn tide and utilising it in the production of electric power.

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Commercial Motor Users' Association.—The first Meeting of the Midland Division of the Commercial Motor Users' Association since the recess was held on September 27th, and among other important decisions arrived at was one to commence the issue of a Quarterly Bulletin dealing with the doings of the Midland Division, which Bulletin will be issued free to all members. The Council also unanimously passed a resolution pressing for the extension of Summertime next year, from March 1st to October 30th. During a discussion on legal cases which had been dealt with by the Association on behalf of its Midland members, it was pointed out that such members were either peculiarly free from prosecution or else they refrain from bringing their cases to the notice of the Association. The following resolution was passed with regard to heavy vehicles: "In view of the fact that the present legal speed limit of rubber tyred heavy motor vehicles to 12 or 8 miles per hour, when respectively below or above an axle weight of six tons, is customarily disregarded, and if put into practice would generally result in serious obstruction to other traffic, the Midland Divisional Council of the C.M.U.A. strongly urges that the proposed Bill for the Amendment of the Motor Car Act, 1904, be strenuously expedited."

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Nottingham and District Master Carters' Association.—Commencing October 1st, 1923, cartage prices were agreed upon by members, as follows: Horse, Man and cart, 2s. 4d. per hour; Horse, man and dray (30-cwt.), 2s. 9d. per hour; Horse, man and dray (50-cwt.), 3s. per hour; Horse and man only, 2s. 4d. per hour. Carters wages were reduced 1s. per week from the first pay day in October, and the rate is now 51s. per week of 48 hours, overtime pro rata. Shoeing charges were reduced 1s. per set, commencing October 1st, 1923.

Corporation Work.—The City Engineer has agreed to pay at the rate of 2s. 4d. per hour for horse, man and cart, commencing October 1st, 1923, and this price was the best that could be obtained after discussion.

Furniture Warehousemen and Removers' Association.—A meeting will shortly be held to discuss many questions relative to the interests of the trade. Most important are the matters referring to collecting from other members' Depositories, and advertising for return loads. It is to be hoped that local contractors will strongly support Mr. N. Tuck, the chairman, and also Mr. E. Treadwell, the Hon. Secretary, who have the arrangements in hand.

Place for Both Horse and Motor Vehicles.—Mr. W. H. Shaw, the Corporation Highways Depot Superintendent, at a meeting of the Institution of Municipal and County Engineers said that it has been found in Nottingham that both mechanical and horse transport have their respective spheres of usefulness, and it is now generally accepted that mechanical haulage is better and cheaper than horse transport when loads of three tons and over are being dealt with, and when the journey involved exceeds two miles. Even under these circumstances mechanical haulage is not to be preferred unless the ground over which the vehicles have to travel is suitable for receiving heavy service, and also unless the destination is easy of access. Where soft ground has to be traversed, and where manoeuvring in a confined space is necessary, mechanical transport is not to be recommended.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Haulage Rates at Swansea.—The Stores Committee of the Swansea Corporation has been in negotiation with local motor and horse haulage contractors and has arrived at a flat day-rate on which the contracted out municipal haulage will be paid. For the town and recently added areas the rate of 16s. per day has been accepted by motor haulage contractors, and for horse haulage in the outside districts 16s. 6d. per day. Horse vehicle contractors in the town districts and acceptional areas declined to agree to a 16s. 6d. per day rate and eventually 17s. was conceded by the committee in respect to them. The 17s. is stated to represent a saving to the committee of 6d. per vehicle per day on the old system of contracting out.

Hackney Carriages. Notification Re Property Found.—A curious case regarding property left in a hackney carriage (taxi-cab) came before the Cardiff magistrates recently. From the evidence it appeared that a fare who was driven in a taxi to Cardiff G.W.R. station recollected later having left a camera, valued at £18, in the vehicle. He found the driver of the vehicle next day and the camera was returned to him and a reward of 10s. bestowed on the driver. The Inspector of Hackney Carriages, however, summoned the driver for "failing to notify within twenty-four hours to the police property left by a passenger" in his vehicle. The driver pleaded that he did not know of the regulation for breach of which he was prosecuted. He kept the camera hoping it would be called for as he was uncertain to whom it belonged. Had it not been claimed in reasonable time he would have taken it to the police. Case dismissed on payment of costs, 15s.

Winter Coach Services.—Licences granted by the Merthyr Tydfil Watch Committee to local proprietors of bus services for special services throughout the winter months to and from football grounds on occasions of matches, directs attention to a potential source of revenue from coaches that have to be more or less laid up during the off season. Proprietors would do well to investigate its possibilities. Sanction of local authorities is, of course, required for services between grounds and town stands on the part of owners who hold only the ordinary excise licence on which coaching services are run.

Mirrors on Road Vehicles.—A letter was read at a meeting of the Monmouthshire Standing Joint Committee from Sir H. Mather Jackson, C.B.E. (the Committee's vice-chairman), suggesting that the County Council's representatives on the County Councils' Association should urge that body to agitate for Parliamentary legislation making it compulsory on vehicles which are only open in front to have fixed mirrors enabling drivers to see traffic behind them. The point had special application to heavy, commercial, road vehicles. The committee decided upon the suggested action.

Football Bus Service Licences. — Special football service licences have been granted to Messrs. E. Snow and Sons, and to Messrs. Beedle and Stevens, Aberfau.

Petrol Supply at Swansea.—The Watch Committee at Swansea has decided to investigate remedial measures calculated to cause an abatement of complaints received that motor vehicle users were not always given full measure paid for when supplied with petrol from kerb pumps. Members stated that a dealer giving short weight in coal was prosecuted by the committee and that some powers should obtain of applying similar government over petrol supply from pumps. The Town Clerk stated that even although petrol pumps might not be statutory measures he would be loth to say that no powers for remedying the grievance were vested in the committee and he was authorised to inquire into the matter.

Points for Steam Vehicle Drivers.—An unusual case came before the Bargoed magistrates, recently, when a steam wagon driver was summoned for having an over pressure of steam on his engine, and for leaving it unattended. A fine of £1 was imposed in each case. Evidence was given that a police officer noted the escape of steam from an unattended vehicle and found an over-pressure, on examination, that caused steam to rush from the boiler. At Whitland a fine of £5 was imposed on a road steamer driver who failed to stop upon a signal to do so from the driver of a horse vehicle.

Harassing Coach Proprietors.—A protest with point was made to the Aberystwyth magistrates by an advocate representing a driver employed by Messrs. Tom Norton, Ltd., the well-known Llandrindod Wells motor agents and bus proprietors, who was summoned, with several others, for failing to have a plate inscribed "Hackney Carriage" affixed to his vehicle. Advocate said that the words were painted on the back of the vehicle, and all regulations insisted on at Llandrindod observed. At Llandrindod the authorities would not think of harassing visiting coaches and he did not think Aberystwyth, as a resort, would care to do it. Dr. Powell, one of the magistrates, observed that the Aberystwyth authorities would have to be careful in such a matter or trade and people would not visit the town. This, and other summonses, were dismissed.

Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Class for Horse Drivers. — The Education Authority of Glasgow are this year inaugurating an interesting work. A class for Horse Drivers is to be held in co-operation with the Glasgow and West of Scotland Society for the prevention of cruelty to animals. A course of instruction (twelve lectures) in the care and management of horses and ponies will be given by Professor George W. Weir, M.R.C.V.S., Lecturer in Glasgow Veterinary College, on Tuesday evenings, at 7.30, commencing on October 2nd, 1923. The class is open free of charge to all drivers of horses and ponies in Glasgow and will consist of a Course of twelve lessons.

Glasgow Association's Visit to British Oxygen Co.'s Works.—This company which is a large user of steam wagons and is an associate member of the Association, invited its members to inspect their works on the evening of September 4th. About thirty accepted the invitation, and spent an instructive and interesting evening. Among items of special interest were (1) an exhibition of how by means of oxygen the cylinders of a motor or wagon might be cleaned without taking down the engine, and (2) the new spark arrester which is patented by Mr. Cumming of the British Oxygen Co., and is designed to prevent the distribution of sparks from wagon chimneys, and is being favourably recommended by insurance companies.

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Road Traffic Bye-Laws.—The Town Councils of Stirling, Bridge of Allan, Denny, Falkirk, and Grangemouth have resolved to ask the Secretary for Scotland and the Sheriff of the County to approve of a set of bye-laws to control the enormous motor bus traffic in the district.

Further Suggested Development at Clyde Docks.—At the last Directors Meeting of the Chamber of Commerce a letter was submitted from Mr. J. Hay Thorburn, National Elevator System, London, with regard to a scheme for the creation of a National Elevator System for the Expansion and development of the grain trade. The President explained that the intention apparently was to construct a system both at our seaports and at the seaports in Canada and elsewhere which might be linked up with the idea of issuing imperial grain warrants which would be recognised at home and abroad as a first-class legal security. The President also stated that it was contended that with an increase of Elevators at the ports of Canada a large proportion of the grain which is at present shipped through the United States might be shipped direct from Canada. It was further contended that the Canadian farmers would be encouraged to make regular direct shipments, as they could secure thereby negotiable documents for their grain. Mr. James Begg stated that the proposal had previously been considered by the Grain trade, and the unanimous feeling was that there was no call for such a system, and that Government interference was undesirable. Mr. John Kennedy also spoke in opposition to the proposal. The Directors thereafter unanimously resolved that they could not see their way to support this scheme.

Donation to Japanese Disaster Fund.—The Glasgow Horse and Motor Contractors' Association have sent Lord Provost Paxton fifty guineas for the fund he is raising for the relief of the sufferers from the recent earthquake in Japan.

The Working Day.—The following observations made on this subject in the current issue of the *Glasgow Chamber of Commerce Journal,* are felt to be specially opposite to the transport industry in which the effect of the short working day has had and is having more serious results than in any other. "Whether the public direction of industry be good or bad, the present cannot be the moment for ventures into the unknown. If argument there must be, let it be confined to industry as it is at present conducted. The proper length of the working day for those fortunate individuals who begin and cease their labours at arbitrary hours, never commencing a minute before or ending a minute later, will always be controversial. A good many years have passed since the late Mr. Keir Hardie looked forward to the idealistic conditions when no man worked more than six hours per diem. Such a working day would be delightful, and if it could be proved that the working elements of the world could produce enough for their sustenance by such a period of labour no reason could be advanced why they should continue longer at their tasks. But six hours, it must be feared, would never suffice under Trade Union rules. It is the system, rather than the workers, which must be considered at fault. Under present conditions the output inevitably tends to become that of the inferior elements rather than the most active and conscientious, but from some quarters the substitute method of payment by result would be stoutly resisted. Such opposition would be due largely to faulty economic reasoning, for there are still many who believe that it is possible so to distribute the available work that all can be employed without diminution of the reward to which each would be entitled for full-time labour. But some modification of present arrangements may become inevitable if the country is to secure a reasonable share of the strictly limited business which is at present available."

Municipal Motor Buses.—A Success in Aberdeen.—The annual report of Mr. Wm. Forbes, M.Inst.T., general manager and engineer of the City of Aberdeen Tramways Department, covering twelve months ended May 31st last, shows that the receipt figures create new records, as the motor bus revenue amounted to £12,256 19s. 1d., as compared with £11,650 7s. 9d., whilst the combined tramcar and bus receipts totalled £197,125 8s. 10d., as against £196,268 8s. 10½d. The working expenses of the buses were slightly less than last year, amounting to £8,223 16s. 9d., leaving a gross profit of £4,033 2s. 4d., from which £2,776 5s. 9d. was deducted for interest, sinking fund and special expenditure, leaving a balance of £1,256 16s. 7d., carried to renewal and reserve accounts. For the first time in the history of the undertaking the accumulated funds now exceed the capital expenditure which, as the general manager points out, is a practically unique achievement at the present time in municipal tramway management.

Shell-Mex Limited

Order Fourteen 2,000-Gallon Scammell Six-Wheeler Petrol Tank Wagons.

Modern methods of retailing petrol call for equally modernised systems of transporting the fluid to service stations and garages. Until recently tank wagons having a capacity of 1,000 gallons were the largest units permitted to be employed in the London area, but after the fullest examination and test of the new Scammell 6-wheeler petrol tank wagon, the London County Council Authorities have approved the conveyance of 2,000 gallons on one machine, provided it is of the six-wheel type. Machines of this class are of particular value in handling the enormous quantities of fuel consumed by the London Omnibus Companies, and it is estimated that savings of great magnitude will be effected by the employment of Scammell Six-Wheelers.

The new machine has the standard Scammell motive unit with the addition of a sheet-metal fire screen at the back of the cab, and special modifications of the exhaust piping and the carburetter intake, so that accidental ignition of the petrol in the carburetter or a back fire from the engine cannot reach the tanks on the carrier. Of a special "D" shaped section, giving a very low centre of gravity, the tanks are mounted on a carrier having a pressed nickel steel frame swept downwards behind the turntable, so that the rear tank which carries 1,500 out of the 2,000 gallons, and is sub-divided into 3 sections, is placed as low as possible. The remaining 500 gallons is in a small tank over the turntable. The draw-off cocks are provided with screwed caps and asbestos packed plugs, while there is, in addition, an emergency cut-off valve within the tank, operated by an external lever and chain.

The 2,000 Gallon Shell-Mex Tank Wagon supplied by Scammell Lorries, Ltd.

To comply with the London County Council requirements, the filling openings, dip tubes, and air vents are provided with special flame-proof gauze shields, and the draw-off cocks are enclosed in boxes provided with padlocks.

Another special feature is the provision of a stout steel buffer at the rear of the carrier chassis, which protects the tank in case of a collision with another vehicle.

A machine of this type is already in regular work for Messrs. Shell-Mex, Ltd., running from Shellhaven to Chelmsford, and is giving the greatest satisfaction, and as a result, an order has been placed by Messrs. Shell-Mex, Ltd. for a large fleet of fourteen Scammell Six-Wheeler 2,000 gallon petrol tank wagons.

Bus Tests at Maidstone.—Maidstone Town Council has given permission to Messrs. Tilling-Stevens, Ltd., to test their trolley buses on the corporation tramway wires, the firm having undertaken to pay costs incurred and not to obstruct the tramway system.

Buses without Licences.—At Bridlington Corporation, the town clerk reported that it appeared that none of the motor buses plying for hire in the borough had taken out hackney carriage licences, and he was instructed to communicate with the proprietors requiring them to take out licences forthwith.

Riding Behind.—The Board of Education is calling the attention of local Education Committees to the number of accidents caused by children improperly riding upon vehicles, and suggesting that arrangements should be made to warn school children against this dangerous practice.

Drivers to Obey.—In its new Bill the Plymouth Corporation has obtained power providing that when a policemen is stationed at any crossing in any street for the direction of traffic, any person driving any vehicle who shall wilfully neglect or refuse to stop, proceed, or keep to a particular line of traffic, when directed to do so by the constable, shall be liable to a fine not exceeding £5.

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Law Cases.

SAFE REMOVING CUSTOMS.

There was a discussion as to the trade customs of safe removing, in the Shoreditch County Court, before Judge Cluer. The plaintiffs were Messrs. Myers, of 119 Finsbury Pavement, E.C., removal contractors, and they sued Messrs. Alfred Waller & Co., Ltd., of 18 Motcomb Street, S.W., dealers, to recover £22/1/0, being the cost of removing a safe from Tenterton Street, to Park Place, W. The defendants alleged that the charge was too heavy, and paid into court £13/13/0, and costs to date. Mr. Atkins appeared as counsel for the plaintiffs, and Mr. Romer, barrister, for the defence. Mr. Myers gave evidence, and said that in answer to the telephone message he carried out this work, five men, and a lorry and driver being employed for two days; the charge was quite reasonable. They did removal jobs daily, and this one had exceptional difficulties. In cross-examination, witness said he had the time sheets of the job, which showed that it took 21 hours. The men were working from one o'clock to 5.30 on the first day, and from 10 o'clock a.m. to midnight on the second day, with intervals for food. He had charged at the all-round rate of 21/- per hour, although the standard rate in the trade for such work was 25/- per hour. He could not say why the men did not get on the job until so late on the first day, but he believed there was a very good reason. It was not particularly customary to start removing early in the day, as in some cases it was impossible to get at the work until the evening. Had the men started at 8 o'clock in the morning they would, of course, have finished earlier in the evening. It was quite as easy to work in the dark, with lights, as in the day, as the men were constantly at it. They would have got much further with the work on the first day, only the men were stopped at 5.30 p.m. On the first day, too, an hour and a half was lost before they could get into the premises to start. There was no charge for overtime, and the charges were correct, and not mere guesswork. He thought the safe weighed from 25 to 30 cwt. Mr. Romer: But you charge for one and three quarter tons. Witness: That does not affect it; the material matter is the number of hours the men had to work. You have no means of telling the correct weight of these old safes; the modern ones can be told from the catalogues. Chas. Johnson, foreman to the plaintiffs, said the work was carried out on December 19th or started on that day. He described the trouble they had to get in, then how they got the safe out into the area, and slung a jib, when the housekeeper knocked them off as she wanted to go home. The next day they finished at 11.45 p.m., and there was no idling on the part of the men. In cross-examination, he said their work was just as easy at night as in the day to them, as they were so used to it. He admitted that they had several breaks in the work, and told counsel that he would also, if he had to do their heavy work. Judge Cluer: You speak about working in the dark. If they had gone early, sunset on December 19th, must have been about 3.50. They would then have worked a long time in the dark. Again, if they started at 8 a.m., it would have been before sunrise. Continuing, the witness said their real difficulty was in Park Place, as they had to get up the well of the staircase to the first floor, and there was only one inch to spare. It was really stuck on the bannisters, and took three hours to get it over.

Mr. William Alfred Webb, formerly manager in the removal department of Messrs. Clifford's, Ltd., said he was moving the furniture from the same house. It was true no one could get in to the house at about 11.30 on the 19th, as a load of furniture had just gone away, and the men working in the house had taken the opportunity of going away for a meal. He had to take every care that there was perfect supervision of the furniture when it was being handled, as it was very valuable. In cross-examination, witness said that at the time of the removal he quoted £10 for moving the safe, and out of that, of course, would have had to be made a profit; he thought it could have been done easily. He had no wish to criticise the methods of the plaintiffs, but he would not have gone about it in the same way. He would have been on the job at the latest at 8.30 in the morning, and shortly after dinner would have had it at Park Place, finishing the job off that night. He reckoned it should have taken about ten hours, but he agreed there might have been three hours more owing to delays. If it had taken 21 hours as suggested, clearly he would have made a loss for the firm on it, but he had great experience in safe moving, and this job did not appear to have any special difficulties. Judge Cluer: Therefore we have it that though there might have been a profit, there might have been a loss. Mr. Ed. Allen Chase, managing director to the defendants, said they asked the plaintiffs to do the job, and never asked for an estimate. The first bill that came in was for £27, and that one had not been produced in court that day. That, he would have nothing to do with, and sent it back. Then they went into the matter and the bill now received was sent in. He had had to do with the moving of scores of safes, and the price for this was perfectly ridiculous.

Mr. Brown, of Messrs. C. W. Brown & Co., safe removers and lock manufacturers, said he had had 22 years' experience, and considered this was a job that should have been carried out in a day. He would have started the job not later than 8.30 in the morning. It was not like the ordinary straight move on the level, when it could have been done in a few hours, but despite the slight difficulties, it should have been done in eight hours. Had he been estimating, he would have considered £13 a reasonable charge. He said emphatically that the time charged was much too long. Judge Cluer: Why didn't the defendants pay £13 into court and settle this. Mr. Romer: They have done so. Judge Cluer: No, Perhaps that is wrong, a guinea an hour seems to be a correct charge, and taking the evidence of Mr. Webb, which much impressed me, ten hours would be sufficient for the removal, and three hour's delay would not be unreasonable, so that would make thirteen hours or thirteen guineas. Had they paid that into court it would have done. Mr. Romer: The defendants have curiously enough, apparently reasoned the same as your Honour, and, as a fact, have paid thirteen guineas exactly into court. Judge Cluer: Oh, very well then, I must find that is enough. In view of the payment in, my decision must be in favour of the defendants. Judgment was accordingly entered for the defendants, with costs.

MEAT CARTER'S CLAIM FOR WAGES.

Alleged Wrongful Deductions.

In the Mayor's and City of London Court, before Mr. Registrar Dell, William Balls, carter, 18 Kerry Street, Tidal Basin, sued the Union Cartage Co., Ltd., 23 West Smithfield, for £3/11/2, being 10/- a portion of £11/12/2, unlawfully deducted from his wages, and £3/1/0 wages in lieu of notice. Mr. Thomas, solicitor appeared for the plaintiff, and Mr. Gentle was counsel for the defendants. The claim was two-fold, the first being in respect of 10/-, balance deducted from wages, the period under the Truck Act having expired, entitling plaintiff only to claim the smaller sum, and the second was for wages for wrongful dismissal. Plaintiff said he entered the employment of the defendants in December, 1920, at £3/14/0 a week for 58½ hours, but extra money was allowed after working a surplus of six hours, making 64½ hours. Since Christmas, 1920, he had been continuously in the employment of the defendants at their Bushey Road yard. On the 8th of March last he was sent home ill, and on the 9th March his wages for the week were paid. From that time he had received nothing from the defendants. On the 12th July last year a letter was received from the defendant company, notifying the loss of two lambs from a loaded van he had taken from the Albert Docks to the Times Cold Stores. He did not consider it right that he should be made responsible for loads that he had not checked. The lambs were loaded on the van while he was not present, and when they were unloaded he agreed to the tally taken, which was said to be two short of the number of carcases that should have been on the van. If he had loaded the van, it would have been a different matter. The load on the van was not checked in his presence. Mr. Thomas said it had been agreed between him and Counsel for the defendants that there were two carcases short, but the only question was as to whose fault it was. For the defence, Isaac Gray, foreman in the employment of the defendants, said he engaged the plaintiff. The plaintiff asked how the defendants paid, and he was told he would be paid for all the hours he worked, and that he would be paid once a week for the convenience of the firm. When not at work, witness said, men did not get paid. They had reliable men on their books, whom they preferred to employ to strangers. Carmen were daily servants, paid weekly. H. C. Turrell, clerk in the employment of the defendants, produced the agreement, which he said was signed by the plaintiff, the signature being witnessed by him (Turrell). Mr. Gentle pointed out that the plaintiff was only paid for the hours he worked. Mr. Registrar Dell said the defendants' contention was that the plaintiff was a daily servant, and plaintiff's allegation was that he was a weekly one. The receipts put in certainly proved payments of varied amounts over a certain period paid weekly. There was also in the agreement, which the defendants put in a clause, which read: "Any instalments to be deducted as aforesaid not to exceed 5/- a week." If the defendants' contention was correct, and plaintiff was a daily servant, why was the term "5/- a week" used. Mr. Thomas said that he wished to amend the claim by demanding four weeks' wages instead of one. Plaintiff, in further cross-examination, said the defendants kept a book showing that he and others were daily servants paid weekly. If they had not signed the book they would not have been allowed to take out any goods. There was a notice in the yard stating that the carters were daily servants but for convenience they were paid weekly. His son fetched his wages on Friday. William John Balls, plaintiff's son, said when his father was ill he was sent to the defendants' premises to see Mr. Gray and tell him his father could not

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come. Mr. Gray gave him his father's insurance cards and said his father must "go on the dole." Mr. Gray did not say that his father was not strong enough for the work. He took a week's wages for his father when ill. He was paid £4/3/0, but the defendants did not say what it was for. He signed a paper for it. He said nothing about next week's money. Percival Mier, formerly tally clerk to the Port of London Authority, produced his tally card in respect of a load of carcases and said he loaded a van with 147 carcases of mutton. For some reason he was then taken away from the job. He only recollected the incident by seeing the card. Moses Gibson, another tally clerk to the Port of London Authority, said he tallied 100 carcases. He could not remember whether the plaintiff was the carman who took them. He would not have put anything on the card in respect of goods that did not go into the van, but he believed they all went into the van, in all, 247 carcases. H. Clifford, shunter and acting carman to the defendants, said that the 247 carcases were put on the van. He did not see the plaintiff take the van until some hours afterwards. The Registrar said it must be proved that the plaintiff had had the two missing carcases. Could anyone have taken two carcases from the van which plaintiff afterwards took out? Gibson said that the Port of London Authority would prevent that if they were about. No one would venture to transfer goods from one van to another on Port of London Authority premises. It was against all regulations. The Registrar said that under the Truck Act, where a workman had consented or acquiesced in a deduction (which plaintiff had done), he was only entitled to recover the excess paid over a definite amount. The Act provided for taking the case out of it by getting the workman to sign a form. Notice must be given of the deduction which was going to be made, and that was not disputed. The question was, how far were the two deductions of 5/- reasonable. Mr. Thomas urged there was no evidence to bring the plaintiff within the terms of the section of the Truck Act. The defendants could not contract themselves out of the Act, which was what they were trying to do. There was nothing to show what happened to plaintiff's van after the loading until he took charge of the meat. The deduction was wholly unfair and unreasonable. No negligence had been proved against the plaintiff. There was nothing to identify the plaintiff with the loss of the two carcases. Mr. Gentle urged that it was a proper deduction. Particulars in respect of which the deduction was made had been given and was covered by the agreement which the plaintiff had signed, plaintiff acquiescing and consenting to the deductions. As to the claim for wages, plaintiff could only claim for work he actually did. The amended claim was obviously a bad one. Mr. Registrar Dell, in giving his decision, said, dealing with the first part of the plaintiff's claim on the question of deductions he held that the defendants were entitled to make the deductions, and that plaintiff on that item had no claim. The second part of the claim was a more troublesome part of the case under which plaintiff now claimed £12/4/8, being three weeks at £3/1/2, and one week in lieu of notice, or alternatively, the same amount as damages for wrongful dismissal. Upon the evidence he (the Registrar) could not do otherwise than hold that plaintiff was engaged as a daily servant but was in fact paid weekly for the hours he worked. However plaintiff was engaged he (the Registrar) thought there must be a period to be given on either side to determine the engagement. Defendants contended plaintiff was entitled to no notice and that when he finished his day's work there was an end of it. He (the Registrar) thought there must be some notice to discharge the employment. Plaintiff was paid to the 9th of March, and it was not until the 28th that any intimation was given by the defendants that they did not want the plaintiff again. His (the Registrar's) difficulty was in arriving at the amount which the plaintiff was entitled to. Taking the average of wages paid over a lengthy period at £2/17/0 a week, he thought the plaintiff was entitled to three weeks, £8/11/0, for which sum he would give judgment with costs to scale. As the defendants had succeeded on the first item of claim the defendants would be allowed such costs of witnesses as could be allocated to that item. He appreciated it was a very difficult proposition as to whether the quantum he had arrived at was correct, and defendants would have the right of testing the matter before the Judge. He therefore gave them the necessary opportunity of reviewing the matter generally.

THE LEGAL WIDTH OF CHAR-A-BANCS.

At Lyme Regis Petty Sessions, George Bonfield, of Bridport, char-a-banc proprietor, was fined £1 for allowing a char-a-banc with a width exceeding 7 ft. 2 ins. to be driven in the streets at Lyme Regis.

The summons was taken out under the Motor Car Act of 1903, the case for the police being that the coach was 1 ft. 5 ins. in excess of the width allowed by the Act.

The Bench intimated that the penalty was a nominal one, and the defendant said that the conviction would affect hundreds of people.

INSURING A CHAR-A-BANC.

Henry Barnett, of Fulham, char-a-banc proprietor, who was charged with stealing by means of a trick, £275, from the Bell Assurance Association, 31 Lombard Street, E.C., was brought before the Recorder (Sir Ernest Wild, K.C.), at the Old Bailey, and pleaded guilty.

In postponing sentence until the next sessions, the Recorder said, "Many people think that it is all right to defraud insurance companies and Government Departments."

A full report of the case as unfolded at the Police Court will be found on page 448 of our September issue.

STEALING TEA FROM A TRANSPORT COMPANY.

At Marylebone Police Court, George Gardner, 38, grocer, of Rodney Street, Pentonville; Dennis Hearn, 37, cartage contractor, of Muriel Street, Caledonian Road; William Victor Burridge, 36, commercial traveller, of Oakley Gardens, Hornsey; Robert Frederick Holmes, 35, labourer, of Kelvin Road, Highbury; and Joseph Gardner, 30, grocer, of Donegal Street, Islington, were charged before Mr. C. K. Francis with being concerned with two others in stealing 3 tons 18 cwt. of tea, in 158 packages, value £1,000, the property of Rickards Transport (Limited), of 12 Theobalds Road. They were further charged with receiving the tea, knowing it to have been stolen.

Detective-Sergeant Hastings, in evidence, said that the police had recovered 32 packages, each containing 56 lbs. to 60 lbs. of tea each, from a loft in Wolsey Mews at the back of Kentish Town Road, and 58 similar packages from a shed in Muriel Street, Islington. All the 32 packets were marked: "Co-operative Wholesale Society, Limited," and were labelled for different addresses at Cheltenham.

The men were remanded.

PLYING FOR HIRE.

An interesting case, involving two prosecutions against a well-known Wirral motor bus owner, Mr. John Pye, of Heswall, was heard at Birkenhead last month. Mr. Pye's chief offence was permitting an unlicensed bus to ply for hire. In the course of the hearing, the solicitor for the Birkenhead Corporation said that on the date of the alleged offence, one of Mr. Pye's buses broke down and an unlicensed bus was sent out to convey the passengers. Mr. Pye had eight licensed buses. Engine trouble to buses had happened in the past, on which occasions a message had been sent to the police. The police, recognising that public services had to be fulfilled, had granted permission for an unlicensed bus as a substitute. At first a letter was written for permission. Then intimation would be sent saying that they had changed the buses because the licensed one had broken down. Now it had come that the exchange had taken place and the police were unaware whether intimation would be sent or not. The corporation asked that an understanding should take place between the police and the bus company. If a bus broke down and another bus was put in its place without sanction, the police would not be able to keep supervision. The only way the police could keep control was to seize upon every offender. A small fine was imposed.

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Description of the 30-40 cwt. "Karrier" Subsidy Type Chassis.

The Chassis is suitable for carrying a gross load of 2½ tons or a net load of 40 cwt. when fitted with bodywork weighing not more than 10 cwt.

The engine is of the vertical 4-cylinder internal combustion type.

Bore 4 in. Stroke 5 in.

Develops 26 h.p. at normal revolutions of 1,000 p.m.

All inlet and exhaust valves are mechanically operated.

Valve stems enclosed in dust-tight covers, so designed that they are readily removable, and so that accessibility of the valves and cylinder holding-down bolts is not affected.

The lower portion of the crank chamber is removable without disturbing the main bearings. Special oil filtering arrangement in sump to separate out grit, sand, etc.

The lubrication system for the engine ensures satisfactory lubrication on the bearings and pistons under all conditions. Test plugs to indicate high and low oil level fitted to the engine.

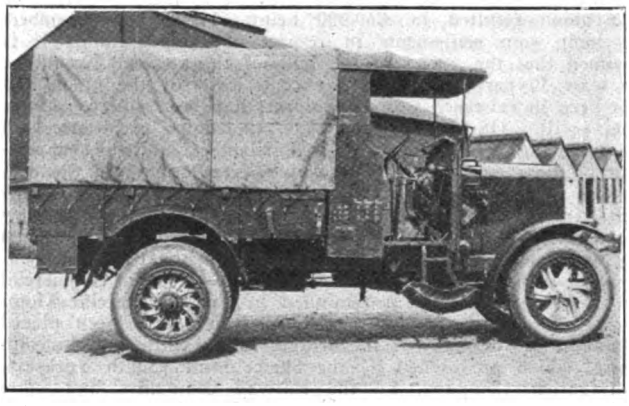
Camshaft drive by silent chain with adjustable spring loaded roller.

A plunger type of lubrication indicator is fitted directly to the crankcase with an extension device to the dash so that the driver may feel if the oil system is working.

A large and efficient oil filter fitted in an easily accessible position for withdrawal and cleaning purposes.

Ignition is by high tension magneto of approved standard type.

To enable the timing of the ignition to be readily set the fly-wheel is clearly marked to a fixed pointer with stamped directions.



The Karrier 30-cwt. Subsidy Type Lorry.

There is an improved float feed type carburetter fitted with hot water jacketting to the induction branch.

The engine cooling is designed to cool the engine efficiently under all conditions. The engine cooling is by pump which is of such a type that even if it were to fail circulation would continue.

Suitable provision for the adequate draining of all parts is provided.

The radiator is so supported on the chassis that it is not damaged by distortion on rough ground.

Suitable provision is made for cleaning the cylinder, water jackets and passages.

The radiator is of the vertical straight gilled tube type.

Internal diameter of gilled tubes ⅜-in.

The filler cap opening is 2½ in. diameter with a cap of the hinged type secured by a screw adjustment without loose parts.

The radiator is protected from possible injury in case of collision by a stout bar or tube 1½ in. in diameter, placed in front and across the centre, this bar is supported from the frame.

The fan is of large diameter and the drive is readily accessible for repairs and adjustment.

The petrol tank has a capacity of 15 gallons and is fitted on dashboard. The petrol system is so arranged that an adequate supply of petrol is maintained to the engine on all gradients up to 1 in 3½.

Gravity feed is standard with a two-way cock fitting for retaining 2½ gallon. The petrol supply cock to carburetter is operated from outside the frame.

The tank is made of welded steel galvanised after making. A petrol gauge of approved type is provided, also a removable gauze filter in filling hole, and means for cleaning out tank.

The filler cap, with a minimum inside diameter of 2 ins., is of the hinged type attached to the tank and tightened by screw adjustment.

An easily accessible filter of approved type is provided in the supply system.

The clutch is of the inverted cone type lined with leather. Special attention has been paid to the satisfactory lubrication of the clutch spigot and withdrawal collar. An efficient clutch stop is provided.

The wearing surface of all parts is of ample area to ensure durability.

The change speed gear consists of a right hand control, and is independent of frame, so that jamming of the mechanism, due to distortion, is impossible. The aluminium casing is fitted with four speeds forward and one reverse. Gate change is employed, and the arrangement of slots is shown on the dashboard by a diagram on which the gear positions are marked. A safety catch for the reverse is fitted on the change-speed lever.

The ratios and speeds are:—

Engine Speed Ratios.		1,000 r.p.m.
Top	7 to 1	16.2 m.p.h.
Third	11.55 to 1	9.8 m.p.h.
Second	18.83 to 1	6 m.p.h.
First	32.2 to 1	3.5 m.p.h.
Reverse	42 to 1	2.7 m.p.h.

The gearbox casing is fitted with a test plug to indicate maximum oil level.

A mileometer drive from the gearbox is fitted as standard, also a mechanically driven tyre pump.

The final drive is of the live axle type.

The design of the back axle is arranged so that the road wheels can be readily detached from the back axle driving shafts, or the driving shafts withdrawn, in order completely to free the transmission for towing purposes.

The rear axle is of the worm driven type. The whole of the gearing is mounted in a self-contained member, which is removable from the main casing. The casing is made from a steel stamping having the sump stamped with the axle, thereby making an extremely strong structure, and at the same time obviating any chance of oil leak.

The minimum road clearance is 10½ in.

The road wheels are mounted on phosphor bronze bushes.

Laminated fabric universal joints of the disc type are fitted.

Detachable cast aluminium wheels are provided and provision is made for fitting non-skid devices.

The wheels are shod with giant pneumatic tyres, 36 by 6 front, 38 by 7 rear, and a spare tyre and tubes are provided.

The steering gives easy control under all conditions, and all parts are of adequate dimensions to resist wear and shock. They are well protected from the effect of climate, water, mud and sand. The steering box is of strong design and securely anchored to the right or off-side of the frame. Front wheel stops are provided to prevent the tyres fouling the chassis. The vehicle is capable of being completely turned on either lock in a space not exceeding 45 feet wide.

The front axle is a solid drop forging—H-section.

The frame is pressed steel of deep section in which is fitted a sub-frame mounted on a three-point suspension. This carries the engine and gear box, thereby ensuring alignment of these units over the worst possible road conditions. Towing shackles of substantial design are provided at the front and rear, also a central rear towing eye, spring buffer type is fitted.

The chassis frame is properly braced against horizontal distortion.

Two independent brakes are fitted—one hand and one foot, either brake is capable of efficiently stopping and holding the vehicle when fully loaded on a gradient of 1 in 5, either forward or reverse direction.

The design of the brakes permits of continuous application of one brake only for a distance of half a mile on an average gradient of 1 in 12 with the vehicle fully loaded and travelling at a speed of not less than 8 m.p.h. with the gear levers in neutral.

All wearing surfaces are of large dimensions and easily renewable. Brake shoes are fitted with wearing surfaces held in position by three "T" headed bolts.

The wheelbase is 11 ft., and the wheel-track 4 ft. 8 in.

From back of driver's seat to end of chassis frame is 8 ft.

A standard tool kit and assortment of spares are provided, also instruction book and part list. In addition, tools, fittings and accessories are provided in accordance with War Department specification.

Buses for Greenock.—Greenock Corporation has secured power to establish motor-bus services, and to borrow £30,000 for the purchase of vehicles. The corporation, however, is not to run buses in competition with the tramway company, but if it does establish a service on one of the tramway routes the minimum bus fare must be 2d.

New Services for Maidstone.—Under its new Bill the Maidstone Corporation has power to inaugurate trolley vehicle and motor-bus services. The motor buses may be run outside the borough if the consent of the local authorities concerned is obtained. The corporation is empowered to spend some ten thousand pounds on vehicles.

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Nottingham Chamber of Commerce.

Road Transport Department.

At the meeting of the Nottingham Chamber of Commerce, held on Tuesday, September 25th last, some interesting correspondence was read dealing with the proposal of the District Goods Manager of the London, Midland & Scottish Railway Co., that the Road Transport Department in connection with the Chamber of Commerce, which has been so successfully developed under the management of Mr. W. Donaldson Wright, should be shut down. The letter from the representative of the railway company is as follows:—

"Whilst the railway company have no desire to dictate the method to be adopted in conducting the business of the Chamber, they wish to point out that, so far as they are aware, the Nottingham Chamber of Commerce is alone in maintaining this phase of activity, and it is a point for the Chamber's consideration whether they are not thereby acting inimically to the general interest.

"It will be within the knowledge of the Chamber that under the Railways Act of 1921 a standard of revenue was fixed, and ultimately, when the standard rates are operative, it is provided that when the net revenue of the railway company exceeds the standard, the excess will revert to the traders in the form of reduced rates and improved facilities.

"Meantime, constant appeals are being made to the railway companies by traders generally for further reductions in railway rates, and the possibility of these being conceded from time to time depends largely upon the extent to which the additional traffic is conveyed over the railways.

"Another important feature which should not be lost sight of is the fact that the company is one of the largest ratepayers and employers of labour in the city. The traders of Nottingham, therefore, have a material concern in maintaining a high standard of railway prosperity, inasmuch as the railway company's contributions to the local rates are dependent upon the volume of business passing over the railway. On the other hand, however, the road carriers, whilst using the roads and causing increasing cost in their maintenance, do not directly contribute a penny piece towards the local rates in like manner to the railway companies.

"In these circumstances, therefore, it is suggested that the maintaining of an active form of competition against the railway companies is not in the best interests of the trading community, having in view the considerations above referred to."

This letter was duly considered by the Transport Committee, which came to the conclusion that it would be neither in the interests of the Chamber of Commerce nor of the Railway Companies that the Road Transport Department of the Chamber should be closed down. In their report they state:—

"It will be remembered that this department was organised to bring traders and haulage contractors into touch at a time when the railway companies either could not, or would not, afford the facilities required. The experience of those members who availed themselves of the services of this department has been such that, with few exceptions, they still continue to utilise the department and employ road transport for the despatch and receipt of certain classes of goods.

"It is quite true that, whilst several Chambers of Commerce in the years 1919 and 1920 organised road transport clearing houses as part of their organisation, this Chamber is the only one which still maintains such a department. The road transport departments of the other Chambers were, however, taken over by private individuals, or companies, who have continued to run them for profit without any control whatever on the part of the Chambers of Commerce.

"The clearing house of this Chamber is recognised in the road transport world as one of the best, if not the best, managed clearing house in the country. It works on sound lines; is not a profit-making concern, and merely acts as a connecting link between the trader and the haulage contractor, its bare expenses being covered by a commission charged to the latter, whilst rates are maintained on an economic basis.

"There is no doubt whatever that if the Chamber decided to close down its clearing house one of two things would happen, *viz.*: (1) A clearing house would be opened by private interests, out to make a profit, which would not be controlled in any way by the Chamber; or (2) the haulage contractors would commence to cut rates in competition with each other, and traders would be induced to divert further traffic from the railways. It will thus be seen that the object which the railway companies have in view, namely, the reversion of traffic from road to rail, would not be achieved by the closing down of the clearing house of this Chamber.

"The reference of Mr. Huson to the fact that his company is one of the largest ratepayers and employers of labour in the city is, of course, not disputed, but his statement that the road carriers, whilst using the roads and causing increasing cost in their maintenance, do not directly contribute a penny piece towards the local rates, will not bear examination. The haulage contractors, of course, pay the full local rates on the buildings which they occupy, and do not receive the special concessions granted to the railway companies. In addition, the road carrier pays a heavy tax in respect of all vehicles which he runs, such tax being used directly for the upkeep of the roads. It is obvious that were the road transport industry to be squeezed out of existence the local rates would suffer and the amount contributed in direct taxation for the upkeep of the roads would have to be borne by other sections of the community.

"The membership roll of the Chamber contains the names of 53 haulage contractors and one railway company. The committee are unanimously of opinion that the road transport department of the Chamber should be continued."

The Chairman (Mr. A. W. Shelton) said it would be harmful to the best interests of the city to close the department down. He had been amazed at the volume of traffic carried by the department, on terms at least as favourable as those given by the railway companies, and certainly with more despatch and no risk of pilferage.

Mr. A. R. Atkey remarked that the railway companies were merely carrying out their time-honoured policy of opposing anything that affected their interests, and had not yet wakened up.

Transport Union's Work.—The annual report of the Transport and General Workers' Union, recently published, states that twenty unions have been welded together in an amalgamation, and that, as a result of writing down the membership on a financial basis, there were on January 1st last, 300,000 members. Since then the Scottish dockers, the North Wales quarrymen, and the North Wales craftsmen have joined the union.

Of the £346,000 received in contributions, £80,000 has been repaid to members in direct benefits. The legal activities of the union resulted in £60,000 being obtained for members in lump sum settlements in respect of compensation. It is claimed that the wages of the bulk of the members would be at least 30 per cent. to 40 per cent. lower if the union had not been in existence and if employers had been able to enforce their will. On the political side, the union was successful in financing seven members of Parliament, and by supporting political expenditure they had by regulation and the promotion of legislation obtained important concessions for industrial improvement. The union had recently made a new departure in trade union methods by sending a deputation to investigate at first hand the conditions in the Ruhr Valley.

Bridges in Yorkshire and Lincolnshire.—Users of commercial motor vehicles are again reminded by the Commercial Motor Users' Association of the restrictions which have been placed upon the use of many of the bridges in Yorkshire and Lincolnshire, which are owned by the Sheffield and South Yorkshire Navigation Company, by the railway companies and other private owners. In many cases notices have been affixed to the bridges in accordance with the provisions of the Heavy Motor Car (Amendment) Order, 1907, stating that the bridges may not be used by any heavy motor car the registered axle weight of any axle of which exceeds 3 tons, or the sum of the registered axle weights of which exceeds 5 tons. Proceedings in the High Court have been taken against the owners of those vehicles which have used the bridges in contravention of such notices, and injunctions have been granted which have involved the owners in the payment of considerable sums for costs. It is essential to note that the weight to be considered is the registered axle weight, *i.e.*, the weight which is declared at the time of registration, and which is painted on the off side of the vehicles. It is immaterial that the vehicles are unladen if the registered axle weights exceed those in the specified notices. The only case in which the bridges may be used is where the consent of the persons responsible for the repair of the bridges has been obtained. The question of rebuilding these bridges is one which is receiving the close attention of the Commercial Motor Users' Association, who have been in communication with the Ministry of Transport upon the matter. The latest report received by the Commercial Motor Users' Association is to the effect that proceedings are threatened in respect of the use of Haddlesay Bridge, near Selby, Yorkshire.

Situation at the Ports of Yokohama and Kobe.—His Majesty's Chargé d'Affaires at Tokio reports by cable under date 25th September, that, according to a statement of the Japanese Minister of Foreign Affairs, it has definitely been decided to reconstruct Yokohama as a port, the damage to the harbour works having proved less extensive than was originally estimated. It is understood that Yokohama will remain the port of export of silk from Japan. The Commercial Attaché to the Japanese Embassy in London has informed the Department that telegraphic information received from the Foreign Office at Tokio is to the effect that repairing work is already in progress at Yokohama, and it is hoped that by the end of October ordinary port facilities will be re-established. At Kobé, special arrangements have been made to deal with the congestion created by the diversion of vessels to this port, and the situation is improving.

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Motor Notes.

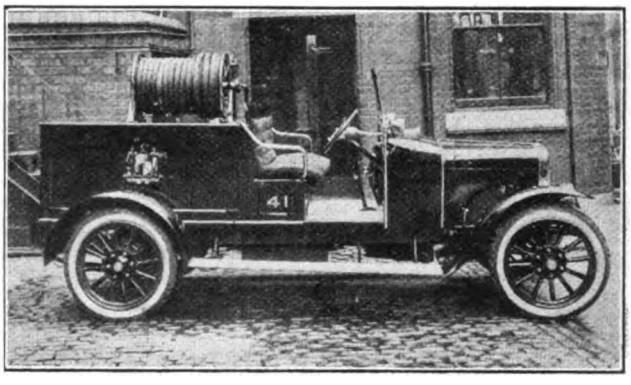
Leyland's in Liverpool. — Messrs. Garlick, Burrell & Edwards, Ltd., haulage contractors, of Liverpool, show much appreciation of Leyland vehicles, as out of a fleet of over a hundred, we are informed that one-third of it consists of Leylands, and they are continuing to order more of them. Our photograph shows a few of their Leyland 4-ton machines which are employed for wholesale and retail delivery of foodstuffs. They also have six-tonners used for general transport, such as cotton or grain, as well as for long distance meat carrying, up to 60 and 70 miles, where reliability is essential, also this firm is at present using the "Discol" fuel with many of their Leylands, and we understand the results obtained are not inferior to those obtained by petrol. Our readers are probably aware that the Leyland Company have a service system which includes a service van scheme for supplying spare parts, advice and assistance to all Leyland owners. The Leyland service van has the appearance of a caravan and inside there is a bunk, water supply with wash basin and heating stove which can be used for cooking. The rear portion is used for carrying stores, tools, etc., and is arranged with bins on either side, storage for the larger parts and a fitters bench with all the necessary equipment. The machine is to all intents the driver's home. Information is sent to and from headquarters every day, giving instructions for special calls or possible breakdowns in the neighbourhood.

Part of Messrs. Garlick, Burrell & Edwards Fleet of Leylands.

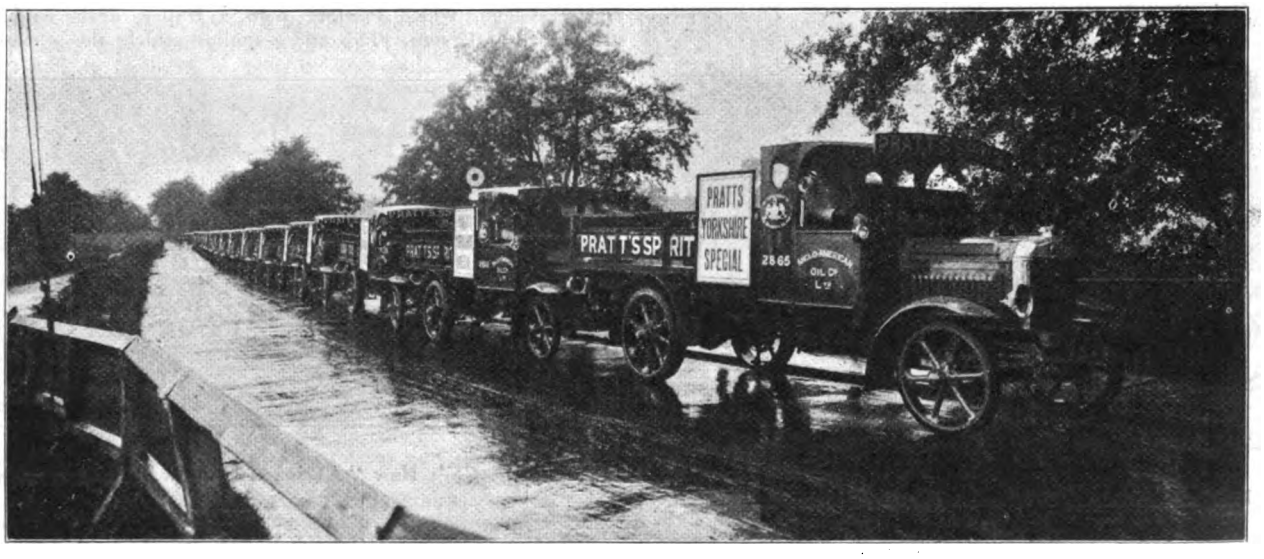
A Dennis for Pratt's Distribution.—Our illustration shows a convoy of twenty new motor lorries, all but one of which are Dennis 2/2½-tonners. The photograph was taken whilst the convoy was en route for York. The vehicles belong to the Anglo-American Oil Co., Ltd. This number of vehicles, as a single convoy, all loaded with the familiar green cans of Pratt's Perfection Spirit could not have failed to cause a good deal of interest and comment in the towns through which they passed.

C. A. Vandervell's New Address.—Notice is hereby given that C. A. Vandervell & Co., Ltd., have removed their registered office from Pinners Hall, Austin Friars, E.C.3, to Warple Way, Acton W.3.

An "Austin Twelve" as a tender.—Our illustration shows an "Austin Twelve" chassis used as a tender by the Birmingham Fire Brigade. The chassis is found particularly suitable for this class of work. It has a 4-cylinder engine of 1,660 cc. and 4 speeds. The head of the engine is detachable, and the five bearings of the crankshaft render the engine particularly sturdy, while its great reserve of power is appreciated in the fire fighting business.



The Austin Fire Tender described in text.



A Convoy of 20 new Dennis Lorries for Pratt's Distribution Service.

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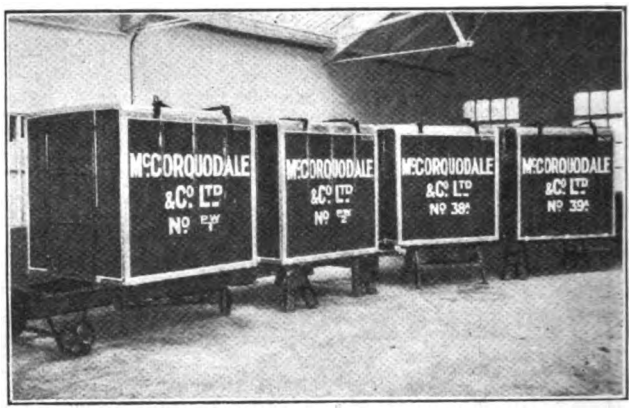
Demountable Bodies.—We have received from Tyer & Co., Ltd., Ashwin Street, Dalston, London, E.8, some brief particulars of their demountable bodies which are built for all types of motor lorries carrying loads from 1 to 6 tons. The system can be worked from a ramp or loading platform as well as from a stand trolley. The empty motor backs up to the stand trolley or ramp on which the loaded demountable body is waiting when the motor driver and his helper can easily push the demountable body, which is equipped with ball bearings, on to the empty motor. The loading time for a 4-ton load is less than five minutes. The demountable bodies are fastened with a patented locking device.

A Dartford tea container. Capacity 4 tons, tare 6¼ cwt.



Dartford Engineering Co.'s Duralumin Containers. Capacity each 2½ tons paper; tare weight, 2 cwt. 3 qrs. 7 lbs.

The Tyer Demountable Body. The Process of Transferring a 5-Ton Load.

Six Wheelers.—Undoubtedly the popularity of six-wheel lorries is increasing. Our photograph shows a 12-ton Scammell six-wheeler owned by Thos. Allen, Ltd., London, E., which is employed on the transportation of Guinness' stout. The body of this machine is 24 ft. long.

A 12-Ton Scammell 6-Wheeler for Guinness Distribution.

A New Air Cushion Tyre.—A new air cushion tyre has been recently placed on the market by the Henley Tyre & Rubber Co., Ltd., 20-22 Christopher Street, Finsbury Square, E.C.2. This tyre is intended particularly for commercial vehicles and especially to owners of passenger carrying vehicles and those carrying fragile loads. It is particularly suitable for the rear wheels of one-ton Ford trucks. The tyre has an air cavity through the centre, and the body of the tyre consists of resilient close-grained rubber, vulcanised on to a steel base. The tread is provided with grooves to minimise skidding.

Cadbury's Thornycrofts.—When referring to Messrs. Cadbury Bros'., Thornycroft lorries in our September issue we unfortunately gave the impression that the entire paragraph we published was a copy of a letter addressed to Messrs. Thornycroft from Messrs. Cadbury Bros., whereas the letter addressed by the latter firm to Thornycrofts merely contained the information that they still had in their service a fleet of six Thornycroft motor vans supplied to them 11 years ago, which have covered an average of 128,000 miles each. The paragraph we published was based on this information and was not a copy of a letter from Messrs. Cadbury Bros.

Faulkners Purchase "Atkinson-Uniflow" Steam Wagons.—Our photograph shows the latest type "Atkinson-Uniflow" Steam Wagon, which together with a trailer, deals with a useful load of 12 tons. This and a similar vehicle, the property of Messrs. C. T. Faulkner & Co., Ltd., of Manchester and Liverpool, were exhibited at the Royal Lancashire Agricultural Show, at Sefton Park, Liverpool. The carrying firm of Faulkner & Co., was established just over a hundred years ago, and by the purchase of these wagons it is evident that it keeps right abreast of the times in the matter of rolling stock.

Faulkner & Co.'s New "Atkinson-Uniflow" Dealing with a 12-Ton Load.

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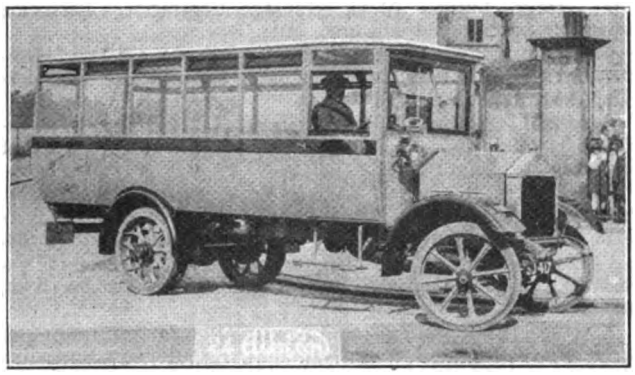
Hopper's Inverness Show-room.—Frank Hopper & Sons, Ltd., 36 Smith Street, Kinning Park, Glasgow, inform us that they have opened a new showroom in Inverness. This firm are the sole concessionaires for the whole of Scotland for W. & G. Du Cros, Ltd., and Clement Talbot, Ltd., M.T. Department. They are also sole distributors for Dodge Bros. (Britain), Ltd., in the North of Scotland. The firm inform us that they are open to entertain sole selling rights for the whole of Scotland or the Northern and Southern territories only, and would like to hear from manufacturers wishing to take advantage of their sales organisation. The firm also have a fine service station in Glasgow for the rebuilding and repairing of cars, including commercial vehicles, both petrol and steam.

A Children's Bus.—The Bute Education Authority have recently purchased a motor bus from the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, with carrying capacity for 50 children,



The Bute Education Committee's Albion Childrens' Bus.

and it is used for the conveyance of children from outlying districts to school. As will be seen from the photograph front doors at either side of the vehicle are provided, whilst at the rear there is an emergency door which is kept locked. There is ample ventilation provided by the small window in the roof.

The I.M.L. 30/40-cwt. Chassis.—International Motors, Ltd., Brook Green, Hammersmith, London, W.6, supply a very useful 30/40-cwt. chassis. The commercial models include type "A" chassis on solid tyres £525, a similar model with tipping body £625, another fitted up as a cattle truck £575, and one with a platform body £600. The type "B" chassis for passengers mounted on pneumatic tyres, sells at £595 or, fitted with a char-a-banc body, £975. The chassis is fitted with a 25 h.p. Continental Red Seal engine, the R.A.C. rating is 22·5 h.p. Lubrication is by a combination of force feed and splash. The cooling system includes a centrifugal water pump, belt driven fan, and a vertical tube radiator with cast tanks and frame. Transmission is through a multiple dry disc clutch to a selective sliding gear three-speed mechanism, and through propeller shaft to the Clark internal gear-driven back axle. Two sets of brakes both act on 16 in. drums on the rear wheels; the drive is right hand, with controls on the steering column, and the change speed lever is centrally situated. The wheels are artillery type, shod either with solid tyres 36 in. by 3½ in. front, and 36 in. by 5 in. rear, or pneumatic tyres, 35 in. by 5 in. front, and rear 38 in. by 7 in. The petrol tank holds 17 gallons and has a vacuum feed. Loading space behind the driver's seat is 10 ft., the wheelbase is 12 ft. and the track 4 ft. 10 in.

Albions for Glasgow Corporation.—The Glasgow Corporation has recently placed an order with the Albion Motor Car Co., Ltd., Scotstoun, Glasgow, for two 2-ton Albion chassis which are to be used as tower wagons by the Corporation Tramways Department for the repair of the overhead power lines. A similar Albion chassis was supplied this year for a similar purpose to the Melbourne and Metropolitan Tramways Board.

A New Vulcan Catalogue.—We have received from the makers of the well-known Vulcan vehicles copy of a very handsome catalogue, which has just been published. This booklet gives a very good idea of the comprehensive range of Vulcans which are now to be obtained. Various types of buses, coaches, trademens' vans, lorries, tipping-wagons, public utility vehicles, etc., are shown, together with illustrations and descriptions of the 30 and 40-cwt. Vulcan chassis. The printing and illustrations are carried out in an exceptionally high-class style, and it should prove a useful reference book to everyone interested in the transport of goods or passengers. We understand that a copy will be sent to any of our readers on application to the Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport.

An A.E.C. Representative goes East.—Mr. C. W. Reeve, Joint Manager (Associated Equipment Co., Ltd., Walthamstow, London, E.17) and purchasing agent (London General Omnibus Co., Ltd.) has sailed for an extended tour in the far East and will visit Yokohama first.

Ferodo Friction Linings.—Ferodo, Ltd., Chapel-en-le-Frith, have sent us an aerial photograph showing the extensions to their works. These extensions have practically trebled the accommodation. We are not surprised at the necessity arising for this extension having regard to the remarkable success of Ferodo friction linings, and which are now used throughout the engineering world.

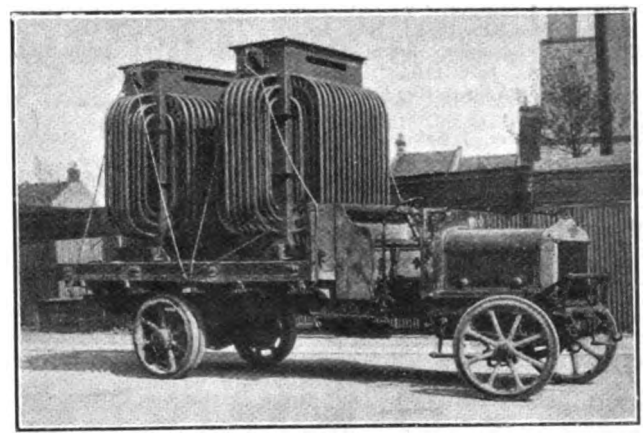
Spencer Moulton's New Depot.—George Spencer Moulton & Co., Ltd., are removing their London pneumatic tyre despatch depot to more central and larger premises, so that greater efficiency can be effected. The present depot, 15-23 Spenser Street, Westminster, will therefore be transferred to 10 Whitcher Place, Camden Town, N.W., phone number North 3249. All postal communications are to be addressed to 2 and 3 Central Buildings, Westminster.

British Petroleum Prices.—The retail prices of B.P. motor spirit in cans in England and Wales are as follows:—"B.P." Aviation, 1/10½ per gallon; "B.P." No. 1, 1/6½ per gallon; "B.P." No. 3, 1/4½ per gallon.

Prices of C.A.V. Batteries for Ford Cars.—C. A. Vandervell & Co., Ltd., announce a further reduction in the prices of their batteries for Ford cars, the standard model (with wood separators) is reduced from £4 10s. to £3 10s. and the model de luxe (with patent threaded rubber separators) from £4 18s. 6d. to £4 5s.). Needless to say the quality of the C.A.V. workmanship is maintained at its usual high standard.

Coventry Chains.—It is not often we describe the performance of bicycles in these columns. Nevertheless, when a bicycle chain has given useful service amounting to 28,834 miles, having been in constant use for 14 years, it speaks well for the quality of the chain and which after all is constructed of the same material and to the same design as driving chains for motor vehicles. The Coventry Chain Co., Ltd., Coventry, have received the following letter from Mr. J. G. Paterson, electrical and mechanical engineer, Upper Warlingham, with reference to an "Elite" chain:—"I had the above chain supplied with a new machine in 1909, therefore it is *14 years old and practically ridden daily.* No link has been taken out of the chain, and the total stretch is little over ¼ in. *The total distance covered is 28,834 miles,* which, I think you will agree, is a wonderful performance when considering the small amount of stretch having taken place, and it speaks for itself the quality of material you use in the manufacture of these chains."

Dangers of High Loads.—The accompanying photograph of an A.E.C. lorry carrying two large condensers is not merely of interest on account of the somewhat unusual appearance of the load. Far more important is the fact that it will serve to remind our readers of a point which is apt to be neglected on such occasions. This is that, when an exceptionally high load is to be carried, very careful driving is desirable, and it may even



An A.E.C. with a Tall Load consisting of Two Condensers.

be necessary to survey the route in advance. On many routes there are bridges by no means high enough for it to be possible for a load like that illustrated to be conveyed beneath them. Even a substantial low hanging branch of a tree may constitute a serious danger and, in the event of accident, serious damage may be done not only to the load but to the vehicle itself. A careful driver may, of course, be relied upon to look out for dangerous obstructions, but, unless the route has been surveyed, it may well happen that he will find himself unable to complete his journey without making long detours over bad roads, and, even then, there is no certainty as to even the approximate time of his arrival.

A New Spencer Moulton Folder.—Geo. Spencer, Moulton & Co., Ltd., 3 Central Buildings, London, S.W. 1, have sent us their latest cord tyre folder showing the revised prices of their well-known tyres and also a pressure table. The folder also contains particulars and prices of various Spencer Moulton accessories such as head light tubing, pump connections, tyre plasters, armoured delivery hose, water connections, etc.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Harold Vennard, 64 Greenwood Mt., Meanwood, Leeds, haulage contractor (Tdg. as J. Vennard & Son). £86/17/1. June 28th.

Isaac Wardley & Wardley Bros., Little London Place, Sheffield, haulage contractors. £22/4/0. June 20th.

— Blockley, 52 Sycamore Avenue, Chesterfield, haulage contractor. £22/14/7. July 3rd.

T. Frampton, 46 Alexandra Road, Aldershot, haulage contractor. £26/2/3. July 5th.

Harry Dance, 4 Small Street, Ardwick, Lancs., carting contractor. £35/5/6. July 5th.

Mowle Bros., Whalley, Lancs., haulage contractors. £18/3/8. July 5th.

Dick Jackson & Co., Ltd., 63 High Holborn, London, W.C., road transport contractors. £12/10/0. June 21st.

E.L.Y. Transport Co., 19 Southampton Buildings, Chancery Lane, London, W.C., transport contractors. £17/9/5. July 2nd.

R. P. Green, 248 Staines Road, Sunbury-on-Thames, haulage contractor. £106/14/5. June 29th.

National Road Transport Clearing House, Ltd., 109 Kingsway, London, W.C., freight brokers. £58/16/8. June 18th.

Viney & Sons, 30 Markfield Road, South Tottenham, London, N., cartage contractors. £11/11/9. July 2nd.

Dennis Cox, Landford, near Salisbury, motor carrier. £73/1/9. July 4th.

Tom Johnson, 75 Westgate, Bradford, removal contractor. £68/6/0. June 21st.

Geo. Smith, 10 Day Street, Aspley, Huddersfield, carrier. £36/14/10. July 7th.

Thos. Hy. McDonald, 321 Claughton Road, Birkenhead, forwarding agent. £38/12/9. July 12th.

Chas. J. Bright, 5 High Street, Hadleigh, Essex, motor haulage contractor. £33/18/0. July 5th.

Hampshire Transport Co., Ltd., 1 Rockstone Lane, Southampton, hauliers. £15/10/2. July 3rd.

W. H. Withycombe, Royal Oak, Bromley, Kent, jobmaster. £29/6/9. July 11th.

Robt. Elsey, Saracens Head, Holbeach, Lincs., carrier. £20/0/0. July 2nd.

Andrew Spencer, 7 Savoy Street, Strand, London, W.C., motor coach proprietor. £56/0/9. July 5th.

J. Bell & Co., St. George's Terrace, Cullercoats, Northumberland, haulage contractors. £15/7/0. July 11th.

Alick Lowe & Sons, 4 Abbey Foregate, Shrewsbury, transport contractors. £17/3/0. July 2nd.

S. Hearn, 8 Exton Street, Lambeth, London, S.E., furniture remover. £30/0/0. July 9th.

Wm. Moore, 8 Carmichael Road, Portland Road, South Norwood, London, S.E., furniture remover. £10/1/8. July 6th.

Hy. Herbert & Sons, 100 Commercial Street, Maesteg, Glam., haulage contractors. £16/5/6. July 10th.

Jno. A. Barker, 8 Newfoundland Street, Darlington, carting contractor. £26/6/2. July 18th.

L Digby, Flat A, Leas Court Mansions, Folkestone, haulage contractor. £20/15/0. July 17th.

Kent & Sons, 21 Dermody Road, Lewisham, London, S.E., meat carriers. £10/16/4. July 13th.

Nash & Co., 140 Picton Road, and 33 Ashfield, Liverpool, haulage contractors. £21/7/0. July 6th.

Hy. Prescott, 133 Beatrice Road, Darwen, Lancs., haulage contractor. £32/1/0. July 11th.

Ernest Gibson, 69 Grantley Street, Grantham, Lincs., haulage contractor. £17/12/4. June 19th.

Wm. Moore, 18a Queen's Road, Bayswater, London, W., horse contractor and furniture remover. £24/15/9. June 28th.

Overseas Shipping and Forwarding Agency, 19 Water Lane, London, E.C., shipping agents. £27/16/3. July 18th.

Shadwell Motor Transport Co., Ltd., 114a Upper Chapman Street, London, E., transport contractors. £184/12/3. June 6th.

L. Keeler, Forncett, Norfolk, jobmaster. £20/6/11. July 17th.

Swindon & Bristol Transport Co., Ltd., 9 Newport Street, Swindon, haulage contractors. £40/19/4. July 12th.

Wm. Amos Birks, Kirkburton, Huddersfield, haulage contractor. £19/12/3. July 11th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

EDGAR EDMUND JAMES WEBBE, 9 and 11 Devonshire Street, Derby. Furniture Remover. Receiving order and order of adjudication, August 7th.

ALLAN WOODALL, The Nursery, Hulton Lane, lately Swan Lane Garage, Bolton. Haulage Contractor, etc. Receiving order and order of adjudication, August 14th.

GEORGE WYLIE, trading with another as George Wylie, at 22 Lord Street, Lower Broughton, Salford, Lancashire. Haulage Contractor. Receiving order and order of adjudication, August 14th.

JAMES MONKS, 3 Rose Street, Bacup, Lancashire, lately Rockliffe Garage, Bacup. Motor Haulage Contractor. Receiving order and order of adjudication, Aug. 9th.

JOHN JAMES JOHNSON, Bryngwyn Cottage, Wormelow, Herefordshire. Haulier, etc. Receiving order and order of adjudication, August 25th.

GEORGE LOUIS RICH, 36 Mary Street, Bovey Tracey, Devonshire. Haulier, etc. Receiving order, August 22nd. Order of adjudication, August 24th.

GEORGE LEE, junior, 99 Claude Road, Chorlton-cum-Hardy, Manchester, Lancashire. Lately North Camp, Litherland, Liverpool. Cartage Contractor. Order of adjudication, August 9th.

VERNON HALLIWELL, 77 Highfield Street, Middleton, Lancashire. General Carrier. Public examination, October 19th, at Oldham.

TOM SARVENT ROWBOTTOM and NORMAN ROWBOTTOM, trading as T. S. Rowbottom and Son, Headlands, Knottingley, Yorkshire. Carriers and Carting Agents. Receiving order and order of adjudication, September 7th.

EDWARD MASTERS, 12 Princes Street, Dorchester, Dorset. Haulier, etc. Receiving order and order of adjudication, September 8th. Public examination, October 26th, at Dorchester.

HERBERT ELLIS, 73 Holme Lane, Sheffield, lately 20 Brincliffe Edge Road, Sheffield. Haulage Contractor, etc. Receiving order and order of adjudication, September 11th. Public examination, October 18th, at Sheffield.

H. B. TAYLOR (a firm), Martley, Worcestershire. Haulage Contractor. Receiving order, September 11th. Order of adjudication, September 15th.

JAMES GEORGE SEYMOUR CLAYTON, Lister Road, Fairfield, Liverpool. Haulage Contractor. Receiving order, September 13th. Order of adjudication, September 17th. Public examination, November 5th, at Birkenhead.

JOHN WILLIAM HENRY HOWARD, 45 Gibson Street, Ardwick, Manchester. Motor Haulage Contractor. Receiving order, September 17th. Order of adjudication, September 21st. Public examination, October 26th, at Manchester.

GEORGE JENKINS, Brynhyfryd, Sarn, Aberkenfig, Glamorganshire. Haulage Contractor, etc. Receiving order and order of adjudication, September 20th.

WILLIAM ALFORD, Sellan Vean, Tremethick Cross, Sancreed, Cornwall. Haulage Contractor, etc. Receiving order and order of adjudication, September 20th. Public examination, October 22nd, at Truro.

ARTHUR EDWARD HANNEN, The Marine Stables, Old Colwyn, Carnarvonshire. Carter and Carrier. Receiving order and order of adjudication, September 25th.

FRED MARCHANT, 14 Thornleigh Road, Horfield, Bristol. Furniture Remover. Receiving order and order of adjudication, September 26th.

EDGAR HEY, Jerusalem Farm, Linthwaite, near Huddersfield, Yorkshire. Carrier, etc. Receiving order and order of adjudication, September 24th.

JOSEPH GRAHAM, 1a Haymarket, York. Haulage Contractor. Receiving order and order of adjudication, September 26th.

ALLAN WOODALL, The Nursery, Hulton Lane, Bolton, Lancashire, lately Swan Lane Garage, Bolton. Haulage Contractor, etc. Public examination, October 16th, at Bolton.

GEORGE WYLIE, trading in partnership as Geo. Wylie, at 22 Lord Street, Lower Broughton, Salford, Lancashire. Haulage Contractor. Public examination, October 18th, at Salford.

Notices of Intended Dividends.

WILLIAM FREDERICK DIMON, and ALBERT JONES, trading as Dimon & Company, Cedar House, Martock, Somerset. Motor Hauliers. Claims to Tilney Barton, City Chambers, Catherine Street, Salisbury, Official Receiver.

JOHN HARVEY, 1 Clarke Street, Leigh, Lancashire. Haulage Contractor. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

THOMAS JAMES HARWOOD, 9 South Street, Sebastopol, Monmouthshire. Haulage Contractor. (Deceased). Claims to Ellis Owen, Official Receiver, 34 Park Place, Cardiff.

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GEORGE WARDMAN EDWARDS, 65 High Street, Church Stretton, Salop. Haulier, etc. Claims to F. T. Halcomb, 22 Swan Hill, Shrewsbury, Official Receiver.

EVAN PRICE, Gambia, Aberayron, Cardiganshire. Haulier, etc. Claims to Herbert Watkins Thomas, 4 Queen Street, Carmarthen.

JOSEPH PHILIP COOPER, The Old Golf House, Branstone Road, Branstone, Staffordshire. Haulage Contractor. Claims to Percy Caleb Cooper-Parry, 43 Wardwick, Derby.

CHARLES FREDERICK BLAND WOOD, 5 Airedale College Terrace, Otley Road, Bradford, formerly Haulage Contractor, now Carrier. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

ROBERT WILLIAM GARDNER, 195 Southmead Road, Westbury-on-Trym, Bristol. Motor Transport Haulier. Claims to Frederick William Darley, 26 Baldwin Street, Bristol, Official Receiver.

WALLACE PRESTON, 8 Gomersal Lane, Liversedge, York. Haulage Contractor. Claims to Walter Durrance, Official Receiver, 12 Duke Street, Bradford.

DONALD DOUGLAS COX, "Stonehurst." 45 High Street, Rushden, Northampton. Carrier. Claims to John Osborne Morris, The Parade, Northampton, Official Receiver.

Notices of Dividends.

THOMAS EVANS, Walton-by-Kincote, Leicester. Carrier. First and final of 1/4 in the £. Payable at the Official Receiver's Office, 1 Berridge Street, Leicester.

SAMUEL GREENHALGH, 2 Bryn Terrace, Caerau, near Bridgend. Glamorganshire. General Haulier. First and final of 1/2½d. in the £. Payable at the Official Receiver's Office, 34 Park Place, Cardiff.

HENRY IVOR NAISH, 58 Ambra Vale East, Clifton, Bristol. Haulier, etc. First and final of 2/0¼ in the £. Payable at the Official Receiver's Office, 26 Baldwin Street, Bristol.

JAMES ARTHUR WHITTAKER, Harman's Fold, Radcliffe, Lancashire. Carrier. First and final of 7/9½ in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

VICTOR HARRY CHARLES PARR, and HUBERT VICTOR PARR, trading as Parr & Sons, Laburnams, Hadley, Salop. Hauliers, etc. First and final of 1/3¾ in the £. Payable at the Official Receiver's Office, 22 Swan Hill, Shrewsbury.

BEATRICE LUCAS, trading as Arthur Lucas, 56 Wellington Street, Oldham, Lancashire. Carrier, etc. First and final of 10¾d. in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

WILLIAM TINKER, 7 Avondale Road, Kettering, Northampton. Motor Haulage Contractor. First and final of 3½d. in the £. Payable at the Official Receiver's Office, The Parade, Northampton.

THOMAS STRAKER, 66 Holmes Lane, Holmes, Rotherham, Yorkshire. Carting Contractor, etc. First and final of 1/11¾ in the £. Payable at the Official Receiver's Offices, 14 Figtree Lane, Sheffield.

Applications for Discharge.

WILLIAM JAMES HUMPHREYS, 1 Market Parade, Stafford Road, Wallington, Surrey. Furniture Removal Contractor. October 24th, at Croydon.

Dissolutions of Partnership.

ELIZABETH ANN ELLIS, WILLIAM ELLIS and EMILY SERGEANT, trading as E. A. Ellis & Co., Motor Haulage and Carting Contractors, 402 New Hall Lane, Preston, Lancashire. 24th July, 1923. All debts by Elizabeth Ann Ellis and Wm. Ellis, who will continue trading as E. A. Ellis & Co.

JOSEPH KAY, HENRY HUTCHINGS and JOHN WILLIAM TOMLINSON, trading as Joe Kay & Co., Motor Haulage Contractors, Westwood Road, Leyland, near Preston. Lancashire. July 1st, 1923. All debts by Joseph Kay and John William Tomlinson, who will continue as Joe Kay & Co. Henry Hutchings will carry on business on his own account.

ARNOLD RICHARD HARROP and JOSEPH EDUARD HAMBURGER, trading as A. R. Harrop and Company, Forwarding Agents, 1 Batchelor Street, Liverpool, and 7 Brazennose Street, Manchester. August 31st, 1923. All debts by Arnold Richard Harrop, who will continue as A. R. Harrop and Company, at Liverpool. Joseph Eduard Hamburger will carry on business at 7 Brazennose Street, Manchester, in his own name.

THOMAS HILL and BENJAMIN BANKS HILL, trading as James Hill, New Allen Street, Manchester. General Carriers. June 24th. All debts by Thomas Hill.

JAMES HENRY FLAVELL and THOMAS WM. ADAMS, trading as the Kingswinford Transport Co., The Ferns, Kingswinford, Staffordshire. Hauliers. July 26th. All debts by Thomas Wm. Adams, who will continue.

ALFRED ERNEST CLAY, and ALBERT VICTOR POPPE, trading as Clay & Poppe, General Haulage Contractors, etc., at Sheerness, Kent. June 20th. The above partners will henceforth carry on business on their own account.

New Companies.

Ernest Knifton, Ltd. (192,510).—Private Company. Registered September 15th. Capital £2,000 in £1 shares. To carry on the business of road, sewer and cartage contractors, contractors for the removal and disposal of sewage and all kinds of refuse, motor and steam haulage contractors, shipping and general forwarding agents, etc. The first directors are:—E. F. Knifton (permanent), J. H. S. Knifton. Registered office: Hope Yard, Langhedge Lane, Edmonton, N.

Chesham Garage, Ltd. (192,378).—Private Company. Registered September 8th. Capital £1,500 in £1 shares. To adopt an agreement with E. C. S. Shuttleworth and J. Entrican, and to carry on the business of motor garage proprietors as formerly carried on by them at Chesham Garage, 31 Chesham Road, Brighton, and that of motor car and taxi cab proprietors, etc. The first directors are:—Lt. Col. J. Entrican, C.I.E., I.M.S.; E. C. S. Shuttleworth, C.I.E. Registered office: Chesham Garage, 31 Chesham Road, Brighton.

Mumford & Sons, Ltd. (192,382).—Private Company. Registered September 8th. Capital £5,000 in £1 shares. To adopt an agreement with J. Mumford and to carry on the business of an automobile engineer and body builder, carried on by him at Plymouth, and also that of runners of motor omnibuses, taxicabs and motor cars of all kinds, etc. Joseph Mumford is the first director. Registered office: 68 Mutley Plain, Plymouth.

Redcar Services, Ltd. (192,472).—Registered September 13th. Capital £27,500 in £1 shares. (15,000 preference, 2,500 preferred ordinary and 10,000 ordinary). To acquire the motor omnibus business carried on by J. B. Elliott, J. Y. Elliott and A. G. Phillips. Minimum cash subscription 7 shares. The first directors are: J. B. Elliott, J. Y. Elliott, A. G. Phillips, P. Manwaring, J.P. Secretary: A. J. Spiers. Registered office: 51 Mount Pleasant Road, Tunbridge Wells.

Guardian Transport and Wharfage Co., Ltd. (192,380).—Private Company. Registered September 8th. Capital £3,250 in £1 shares. To carry on business as indicated by the title. The first directors are: C. Tarbard, W. Moorlen, J. H. Young, A. Otway, T. G. Betts, F. Daines. Secretary: L. Young. Registered office: New Hibernia Chambers, London Bridge, S.E.

Thames Wharves and Warehouses, Ltd. (192,406).—Private Company. Registered September 10th. Capital £10,000 in £1 shares. To adopt an agreement with W. H. Blake, and to carry on the business of wharfingers and warehousemen, builders of ships, tugs, lighters, barges and other vessels, shipowners and brokers, etc. The first directors are: W. H. Blake, Mrs. Lilian M. Blake (both permanent, subject to holding 500 ordinary shares each). Registered office: 24 Basinghall Street, E.C.2.

Vale Furniture Depositories, Ltd. (192,468).—Private Company. Registered September 13th. Capital £100 in £1 shares. To carry on in the United Kingdom, the Colonies, India and elsewhere the business of owners of depositories, furnishers, general warehousemen, furniture removers and dealers, etc. The first directors are not named. Solicitors: Raphael Zeffertt & Co., 17 Coleman Street, E.C.2.

Watford Express Carrier Service, Ltd. (192,409).—Private Company. Registered September 10th. Capital £2,000 in 1,750 ordinary "A" shares of £1 and 5,000 ordinary "B" shares of 1/-. The ordinary "B" shareholders are entitled to 10 per cent. of the net profits and the remaining profits, after providing for reserve are to be divided amongst the ordinary "A" shareholders. To adopt an agreement with F. S. Tucker for the acquisition of the motor transport business carried on by him as the Watford Express Carriers Service. The first directors are: F. S. Tucker (chairman), J. F. Chilcott.

Traffic (Wharfedale), Ltd. (192,507).—Private Company. Registered September 14th. Capital £1,000 in £1 shares. To carry on the business of garage and aerodrome proprietors, omnibus, tramway and carriage proprietors, etc. The first directors are: C. G. Beamish (permanent), W. Mitchell. Registered office: The Chambers, Wells Road, Ilkley.

Leeds Road Services, Ltd. (192,546).—Private Company. Registered September 18th. Capital £500 in £1 shares. To carry on the business of road transport and motor haulage agents, etc. The permanent directors are: D. Sherburn, B. Hutchinson. Registered office: Lillies' Chambers, 39 Albion Street, Leeds.

Wardle & Co. (Carriers), Ltd. (192,569).—Private Company. Registered September 19th. Capital £2,000 in £1 shares. To establish and carry on public motor services in Westhoughton or elsewhere, etc. The first directors are: W. H. Wardle, W. A. Nutting, J. S. Battersby. Registered office: 388 Leigh Road, Westhoughton, Lancs.

J. B. Bradley & Co., Ltd. (192,579).—Private Company. Registered September 20th. Capital £1,000 in £1 shares. To acquire the business carried on at 321 and 323 Romford Road, Forest Gate, E.7, as the Utility Garage, and to carry on the business of motor garage, car, char-a-bancs and transport proprietors, etc. The permanent directors are: J. B. Bradley, Miss D. W. Bradley. Secretary: Edith A. Bradley. Registered office: 323 Romford Road, E.7.

Vulcan Motor Services (Darlington), Ltd. (192,483).—Private Company. Registered September 14th. Capital £2,000

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in £1 shares. To carry on the business of omnibus, taxicab and lorry proprietors, etc. The first directors are: C. B. Wardman, T. Rimmer. Secretary: R. H. Tweedy. Registered office: 3 Coniscliffe Road, Darlington.

Traffic (Sheffield), Ltd. (192,506).—Private Company. Registered September 14th. Capital £2,000 in £1 shares. To carry on the business of garage and aerodrome proprietors, omnibus, tramway and carriage proprietors, etc. The first directors are: W. G. Bannister (permanent), W. Mitchell. Registered office: 36 North Parade, Bradford.

G. Edwards & Holmes, Ltd. (192,644).—Private Company. Registered September 24th. Capital £7,000 in £1 shares. To take over the business of a motor business and chars-a-banc proprietors, carried on by G. Edwards at Market Place, South Normanton, Derby. The permanent directors are: G. Edwards, G. C. Holmes. Solicitors: J. E. M. Crowther, 23 Abingdon Street, Westminster.

Brook & Amos, Ltd. (12,844).—Private Company. Registered in Edinburgh, September 25th. Capital £9,000 in £1 shares. To acquire and amalgamate the businesses carried on by Brook & Co., Galashiels and Selkirk, and Amos Brothers, Ltd., Galashiels, motor hirers, char-a-banc and omnibus proprietors, etc. The first directors are: H. Brook, J. Amos, W. Bryson, R. Knox. Solicitor: J. Hodge, Jun., 17 Bridge Street, Galashiels.

W. H. Bareham & Co., Ltd. (192,662).—Private Company. Registered September 24th. Capital £1,000 in £1 shares. To acquire the business of W. H. Bareham & Co., as now carried on at 446-447 Railway Arches, Hackney Downs, E., and to carry on the business of manufacturers of and dealers in carriages, vans, motor cars, motor cycles and engines of all kinds, general carriers, railway and forwarding agents, warehousemen, bonded and common carmen, etc. The first directors are: W. H. Bareham, E. M. Kershaw, W. J. Stockley. Registered office: 446-447 Railway Arches, Hackney Downs, E.

A. J. Middleton, Ltd. (192,687).—Private Company. Registered September 25th. Capital £2,500 in £1 shares. To acquire the business carried on at Newcastle-under-Lyme, Staffs., as "A. J. Middleton," and to carry on the business of haulage and removal contractors, char-a-banc, taxi and motor car owners and dealers, etc. The first directors are: P. Elliott, J. T. Sandland (both permanent, subject to holding £500 shares each). Secretary: Florence Ellsmore. Registered office: Barracks Road, Newcastle-under-Lyme, Staffs.

Elders Road Transport, Ltd. (192,619).—Private Company. Registered September 22nd, with a nominal capital of £50,000 in £1 shares. To acquire the assets of the motor transport business carried on by the West African Lighterage and Transport Co., Ltd., and to carry on the business of importers, exporters, general carriers, forwarding agents, railway, steamship, aircraft and tourist agents, warehousemen, wharfingers, bonded and common carmen, lightermen, ship, chartering and loading brokers, manufacturers of and dealers in motor and other vehicles, etc. The registered office is at Colonial House, Water Street, Liverpool.

Mortgages, Charges and Satisfactions.

Devon General Omnibus and Touring Co., Ltd.—Collateral mortgage dated September 5th, 1923, to secure £10,000, charged on certain properties in Kingsteignton. Holders: J. C. Hibbert, Frays Lodge, Uxbridge, Middlesex: and others.

Mawers, Ltd.—Deposit on August 28th, 1923, of deeds of property in Lillie Bridge Road, Fulham, dated August 28th, 1923, to secure all moneys due or to become due from company to Westminster Bank. (The company agrees not to agree to create any further charge or encumbrance upon such property without the consent of the bank).

Proctor Transport Service Co., Ltd.—Two debentures dated August 24th, 1923, to secure £180 and £150 respectively, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Mrs. M. R. Curtis, 30 Highcroft Gardens, Golders Green; and Mrs. E. L. Connor, 2 Denbigh Lodge, Prince of Wales Road, Bournemouth.

Salterns, Ltd.—Issue on September 6th, 1923, of £600 debentures, part of a series already registered.

Tatam's Kent Coast Express, Ltd.—Debenture dated August 25th, 1923, to secure £500, charged on the company's undertaking and property, including uncalled capital. Holder: Miss Alice F. Kightly, "Kinsale," Beltinge Road, Herne Bay, Kent.

Central Road Transports, Ltd.—Debenture dated September 7th, 1923, to secure £500 charged on the company's undertaking and property, present and future uncalled capital, if any. Holder: S. Mills, 72 Wilberforce Road, Leicester.

Collingwood Motors (Liverpool), Ltd.—Satisfaction in full on August 29th, 1923, of debentures dated March 5th, 1923, securing £500.

Thomas Tilling, Ltd.—Satisfaction (a) to the extent of £9,240 on June 12th, 1923, of first mortgage debentures dated July 16th, 1897, securing £75,000, and (b) to the extent of £9,100 on July 26th, 1923, of income debenture stock dated December 12th, 1912, securing £250,000.

Receiverships (Appointment or Release).

Salterns, Ltd.—E. H. Hawkins, of 4 Charterhouse Square, E.C., ceased to act as Receiver on September 5th, 1923.

Salterns, Ltd.—F. J. Franks, of West Shore Wharf, Poole, Dorset, was appointed Receiver and Manager on September 10th, 1923, under powers contained in debentures dated March 22nd, 1921.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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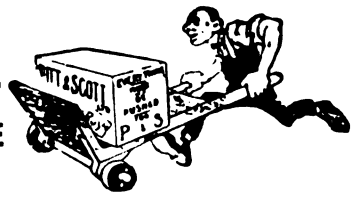

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 230. NOVEMBER 15, 1923. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

NOTICES.

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Editorial Notes.

The Commercial Vehicle Exhibition.

As far as we are able to judge the Exhibition will be one of outstanding interest as there will be many new models and types which have not appeared in previous Shows. Six-wheelers, for instance, will be prominent, and this type of vehicle provides cheaper transport than any that has yet been placed on the market. The six-wheeler is no longer a model exclusively belonging to the internal combustion type vehicle; it will be found that practically every steam wagon manufacturing firm of repute has a model on view. Cheap as transport by the petrol vehicle is, some most remarkable results have been obtained by the steam six-wheeler, so that once more steam and petrol are neck and neck in their race for supremacy, the one holding its position by robustness and economy and the other by its handiness and cleanliness; both types will find their patrons from amongst those fortunate firms who have the loads to fill them. The steam wagon industry has received an impetus by the increase of unladen weight permitted by law whereby larger boilers and larger engines are permissible. The larger boilers and consequent increase in heating surface allow for more advantageous fuel consumption, so that there is economy in fuel consumption when worked out per ton mile. Immediately there was an alteration in the law in this respect, improvement began and continues to develop. Neither has finality been reached in what may be obtained from the petrol engine. In this issue there is a report of a vehicle which has given as much as 104 ton miles per gallon, whereas, previously, we have always regarded a performance of 70 ton miles per gallon of fuel as being one of considerable merit. Prices of vehicles also have come down somewhat, particularly in the lighter class, and several new models of from 1 to 2-ton capacity will be on view, the prices of which bring them within what may be considered as being commercial propositions. In cutting the prices down we have no reason to suppose that the manufacturers have sacrificed anything in the way of quality, or anything that is essential to the comfortable working of the vehicles. In fact we believe the fittings, such as lighting and starting sets and mileometers, etc., are more complete than hitherto. Some new types of vehicles will make their appearance, on general lines built after the fashion of the ordinary factory electric truck, but with low-powered petrol engines substituted for battery power. These vehicles are intended primarily for municipal work such as refuse collecting, but we are of opinion that Road Transport Contractors will find them particularly handy and economical vehicles for short distance delivery work. Amongst tyres and accessories: the giant solid tyre appears to have established itself, and there are several newcomers amongst the air cushion tyre manufacturers, that is to say, solid tyres with air cores, which have given such excellent results on vehicles of up to 2½ tons capacity. We believe that the prices of electric lighting equipments have come down somewhat, a fact which should be welcomed by commercial vehicle owners, as the problem of lighting these machines efficiently has always been a difficult one, with the result that night travelling, when otherwise advantage might be taken of the comparatively clear roads, has been almost impracticable. It is to be hoped that the reduced prices may bring good lighting sets within the reach of commercial vehicle owners without eating too much into their meagre transport profits.

The Roads Section of the Exhibition.

We had not intended to refer again to the merits or demerits of including a Road Section in the Commercial Vehicle Show, but we think under the circumstances we may do so without apology. Though there will be plenty of vehicles at the Exhibition suitable for public works transport there will be practically an entire absence of road plant. Transport vehicles suitable for public works would have been there in any case, so we can hardly congratulate the S.M.M. & T. upon adding a Roads Section, at this stage at least, to their Exhibition. The Public Works, Roads and Transport Congress

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and Exhibition will be held at the Royal Agricultural Hall, Islington, coincidentally with the Olympia Show, and there a remarkably comprehensive assortment of road materials and plant will be on view. A complete forecast is contained in our sister journal ROADS AND ROAD CONSTRUCTION, for November. That part of Olympia which should have contained these exhibits will be occupied more or less by plans, models, etc., supplied by various Institutions interested in road construction and town planning, but there will be very little to attract purchasers. Considering how intimately those responsible for roadmaking and road users are connected, and how inter-dependent they are, it is more than a pity that there should be even a semblance of a feud between them. It would have been far better had the suggestion never been made that the two exhibitions should be amalgamated, at this stage. Friendly negotiations should have continued until such time as an amicable arrangement could be made. At the moment probably the commercial motor manufacturers' best customer is the local authority, and it was poor policy for the one to endeavour to "crab" the other's exhibition. There was no necessity for it and it is very certain that friction does not make for good trade. The prosperity of the motor industry is altogether dependent upon the state of the roads and, therefore, it might be thought that in the transport industry both manufacturers and users would combine to see to it that the money they contributed is spent to the very best advantage. These good people undoubtedly have some such idea at the back of their minds but have set about their task like a bull at a gate rather than diplomatically and in a friendly spirit. In America, for instance, where roadmaking is comparatively new, the National Automobile Chamber of Commerce has got the matter well in hand and is apparently working amicably in conjunction with the highway authorities. The same may be said for Canada and for the independent States of South America. They recognise that the road is the most pressing domestic problem of the age and they are tackling it as such. Here in England the road problem has always been a more or less serious matter with us, it is hoary with age and bound up in tradition, and it has been the subject of legislation for just about as long, but no law has yet been evolved to meet the case adequately. Now the motor industry, a thing of mushroom growth by comparison, has sprung upon it as it were. It has no virgin soil, like there is in Overseas countries, upon which to work; all our old road tradition has to be up-rooted and started afresh to bring it into line with modern requirements, and when one considers that quite large numbers of those in the motor manufacturing and transport industries, who are clammering for better roads, are also jealously guarding what they consider to be the rights of their local councils on which they sit as members, it is not to be wondered at that the situation is a difficult one. We advocate a round table conference which would probably advance matters somewhat.

The Commercial Motor Show Advance Report.

In this number we are able to give our readers a more or less complete report of the exhibits at the Commercial Motor and Roads Exhibition; but several important firms had not sent us particulars at the time of going to press. In connection with this advance report we would like to remark, that there may be no misapprehension on the part of our readers, that the reports are compiled from particulars sent to us by the exhibitors themselves, and it is not the easiest thing in the world to make a readable notice from such particulars. In some instances the publicity departments have taken pains to compile a suitable notice for publication giving minimum trouble to the editor. In others, merely lists of exhibits have been supplied; others again are so superlatively laudatory of the goods to be shown that they have to be mercilessly cut and hacked. Others still simply supply whole bundles of catalogues and pamphlets from which we are told to take our choice; but perhaps the worst of all are those who neglect to send particulars of any description. Under such circumstances, and considering there are some hundreds to consider in very limited time, it is not surprising that some firms of comparative importance obtain shorter notices than the merits of their exhibits deserve, whilst others of minor importance get comparatively lengthy reports. The onus lies with the publicity departments. What we want our readers to understand is that the reports must be read intelligently, and they must not judge of the merits of exhibits by comparing the lengths of the reports, and if, in some instances, a little excessive self praise has escaped the blue pencil, it must be taken with "a pinch of salt"—confirmed or otherwise by critical examination on the stands themselves. Our own stand is No. 4, where our representatives will be in attendance willing and anxious to render any assistance in their power to any of our friends. By asking us to assist them, they assist us, so they will be under no obligation.

Municipal Carting—A Protest.

We have received the following report of a recommendation made by the Walthamstow Urban District Council. "Having insufficient work for its steam wagons the Works Committee of the Walthamstow Urban District Council recommends the issue of notices that the Council is prepared to undertake carting work." We must enter a very strong protest against municipal and local authorities competing for business with their own ratepayers. It was formerly the custom for transport work of all kinds to be let out on contract to reputable firms in the road transport industry, and we maintain that this is the most economical way of doing this work. It has become increasingly the practice for municipal and local authorities to undertake this work themselves, and if it can be shown that a saving is effected this can be justified, to the ratepayers at any rate, by the committee responsible. When, however, a council starts out to compete in the open market with the private trader who has to make his living and pay rates and taxes, then it is time that an emphatic protest should be made. It is not the function of the municipal authority to undertake outside work, and if the vehicles which they use cannot be profitably employed, then it is time that they should revert to the former practice of asking for tenders and letting the work out on contract to the legitimate carting contractor.

THE WORLD'S CARRIERS AND CARTING TRADES' REVIEW

All our Readers are cordially invited to call at our

STAND No. 4

During the COMMERCIAL MOTOR EXHIBITION, OLYMPIA, NOV. 22nd—Dec. 1st.

Telephone: 3072 Hammersmith

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The Commercial Motor Transport and Roads Development Exhibition, Olympia.

November 22nd to December 1st, 1923.

The Secretary of the S.M.M. & T. has kindly supplied us with the following brief particulars of the forthcoming Commercial Motor Transport and Roads Development Exhibition.

THIS exhibition, which is the first of its kind to be organised by the Society of Motor Manufacturers and Traders since 1921, promises to be one of very exceptional interest to the whole industrial community. The new extension of Olympia has made it possible to exhibit, under one roof, the products of no less than 65 manufacturers of industrial and municipal motor vehicles, in addition to body work, accessories, and components of every description.

The development of commercial motor transport is bound up, on the one hand, with the problem of fuel supply and the construction and improvement of roads; and, on the other, with the lay-out and design of communications between houses and factories. It is from this point of view that the conferences which will be organised by the Commercial Motor Users' Association and the London and Provincial Omnibus Owners' Association, will include papers of exceptional interest by Admiral Sir E. J. W. Slade, K.C.I.E., K.C.V.O., Vice-Chairman Anglo-Persian Oil Co., and Major E. G. E. Beaumont, O.B.E., Engineer, Anglo-American Oil Co.; whilst the exhibit organised by the National Housing and Town Planning Council, the Garden Cities and Town Planning Association, and the Town Planning Institute, will comprise plans and models of the most modern forms of road development in connection with Town Planning. The S.M.M.T. feel that the community of interest between the Commercial Vehicle Manufacturer, the Road Surveyor, and the Public Authorities responsible for Local Government, justifies their efforts to combine in one exhibition the products of the one and the most modern examples of the work of the other.

The special features of the Exhibition and the Conferences which will be held at Olympia during its currency will appeal to every branch of the Industrial Community. The development of the small delivery van will appeal practically to retailers, who will have the opportunity of discussing this aspect of mechanical road transport at Conferences organised by the Incorporated Association of Retail Distributors.

The following list of events which will be held during the Exhibition will illustrate the wide range of subjects that will be debated. It is hoped that from one point of view or another the Exhibition will appeal in a practical and business sense, not only to the members of the organisations which are undertaking the Conferences, but to Railway Companies, to which the use of mechanical road vehicles has become so essential a feature of their system of transport; to Local Authorities and their officials; and to every branch of commercial enterprise.

PAPERS AND CONFERENCES, AND OTHER EVENTS IN CONNECTION WITH THE EXHIBITION.

November 22nd.—OPENING LUNCHEON (Lord Weir, of Eastwood, will be the guest of the day).

November 26th—CONFERENCE under the auspices of the Incorporated Association of Retail Distributors, and general discussion on the following subject:—

11 a.m. "Relation of Transport to Retail Distribution."

November 27th.—CONFERENCE under the auspices of the Commercial Motor Users' Association, and the London and Provincial Omnibus Owners' Association, and general discussion on:—

"Fuel Resources and Supplies for Road Transport, by Admiral Sir Edmond J. W. Slade, K.C.I.E., K.C.V.O., Vice-Chairman Anglo-Persian Oil Co., Ltd.

"Roadside Re-victualling," by Major E. G. E. Beaumont, O.B.E., Engineer, Anglo-American Oil Co., Ltd.

November 28th.—CONFERENCE under the auspices of the Commercial Motor Users' Association, and the London and Provincial Omnibus Owners' Association, and general discussion on:—

"Advantages and Limitations of the Transport of Goods by Mechanical Road Transport, by Mr. C. le M. Gosselin (Preston).

"Multi-axle Vehicles with special reference to six-wheelers," by Mr. G. W. Watson, M.I.Mech. E., M.I.A.E.

W. Watson, M.I.Mech.E., M.I.A.E.

November 29th.—CONFERENCE by the British Industrial "Safety First" Association.

November 30th.—CONFERENCE under the auspices of the National Housing & Town Planning Council; the Garden Cities & Town Planning Association, and the Town Planning Institute; and general discussion on the following subjects:—

11 a.m.—"The Importance of Town Planning Schemes in relation particularly to Arterial Roads Construction and the Relief of Unemployment."

3 p.m.—"Regional Town Planning in relation to Industrial Development."

SECTIONS OF THE EXHIBITION.

I.—COMMERCIAL MOTOR TRANSPORT.

The whole of the Ground Floor of Olympia, amounting to approximately 100,000 square feet, and the Gallery in the old building, will be filled by the most complete exhibit of every type of commercial vehicle. The range of industrial motor vehicles, Petrol, Steam, and Electric, will be found to be fully representative. The most recent developments in six-wheeled vehicles will also be shown.

Various types of municipal and other public service vehicles will be exhibited—fire engines, ambulances, road sweepers, etc., and all representatives of local authorities will find displayed the most recent developments of road vehicle design for public health and general sanitary purpose.

The goods-carrying vehicles will range from small parcel vans to ten-ton lorries; passenger transport vehicles from taxi-cabs to the latest designs of motor coaches and omnibuses.

The bodywork display will be over a very wide range, and will cover all requirements in motor transport, while pneumatic tyres specially designed for industrial work will be a feature of the Tyre Section. The Accessories and Components Section will present a collection of interest to all users of commercial motor transport.

The total number of exhibitors, including manufacturers of commercial vehicles, etc., is 230.

II.—TOWN PLANNING AND ROADS DEVELOPMENT SECTION.

The following particulars of this Section, which will be housed in the Gallery of the New Extension, will be of general interest:—

1. Special Models demonstrative of Town Planning Schemes, with special relation to Road Schemes have been loaned by Birmingham, Manchester, Liverpool, Leeds, and other large City Corporations.
2. Maps, Models, and Diagrams by Universities, Society of Architects, Architecural Association, London Society, and other Institutions demonstrating Roads and Traffic development in London; Designs of Parking Stations, etc.
3. Regional Surveys and Plans of many parts of Great Britain.
4. *General.*—Many private individuals, architects, and others, have kindly promised to lend models and plans of Roads Development in relation to Town Planning throughout the world. Interesting Models of Charing Cross Bridge, Bournville Garden City, Rotherham, and Garden, Village, and Town Development Schemes, will be shown, of exceptional interest to local authorities and all others interested in Town Development.

   Foreign Countries.—Exhibits relating to Town Planning, Roads, etc., have been promised by the councils of cities throughout the world, including Amsterdam, Budapest, Copenhagen, Gothenburg, Stockholm, Vienna, Innsbruck, Paris, Prague and New York.

   Models.—A striking feature of this section, which will be one of the largest and most comprehensive of its kind ever held in any part of the world, will be the exhibition and demonstration of models of Town Planning and City Development in relation to the Roads Problem.

   Another interesting feature which will be shown in a graphic form will be a large coloured floor design of the Brentford by-pass Road now in course of construction. This is being kindly carried out through the good offices of Professor Adshead and the students of the Town Planning Department of the London University.

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Notes and News.

F.W. & R.A. New Member.—The following firm has been elected to membership of the Furniture Warehousemen & Removers' Association:—Messrs. Oetzmann & Co., Ltd., Hampstead Road, London, N.W.

"Royal" Telephone Exchange.—Attention is drawn to the change in the name of the "Minories" Telephone Exchange which is now known as "Royal." Mr. R. P. Bailey, Secretary of the National Road Transport Employers' Federation; the London Cartage and Haulage Contractors' Association; and the Metropolitan and Home Counties Road Transport Contractors' Association notifies us that their Telephone No. is now "Royal" 2359.

Chairman of the Railway Goods Managers' Conference.—Mr. Geoffrey Marshall, Goods Manager of the Southern Area of the London and North Eastern Railway, was unanimously elected Chairman of the Goods Managers' Conference for the year 1924 at a meeting held at the Railway Clearing House, on October 25th last.

Parliamentary Secretary to the Ministry of Transport.—In our last issue we briefly referred to the appointment of Lieut.-Col. J. T. C. Moore-Brabazon, M.P., as Parliamentary Secretary to the Ministry of Transport in succession to Col. Wilfrid Ashley, M.P. We now have the opportunity of publishing the portrait of the new Parliamentary Secretary who is well known in motoring and aviation circles. He was educated at Harrow and Trinity College, Cambridge, and saw considerable service during the war in the Royal Flying Corps and the Royal Air Force. He entered the House of Commons in 1918 as Member for the Chatham Division of Rochester.

Lt.-Col. J. T. C. Moore-Brabazon, M.P.
Parliamentary Secretary, Ministry of Transport.

Worshipful Company of Carmen.—Mr. George Lavington, C.C., head of Messrs. Lavington Bros., Ltd., Old Bailey, the well-known firm of Forwarding and Shipping Agents and Bonded Carmen and Contractors has been elected Master of the Carmens' Company for the ensuing year.

Death of Well-known Coventry Teamowner.—Mr. T. Alfred Kirk, an ex-President of the Coventry Team Owners' Association, died in the Warneford Hospital, Leamington, on Thursday, October 25th, as the result of injuries sustained the previous day in a motor accident. Mr. Kirk was travelling in a motor car from Coventry to Leamington and in an attempt by the driver to avoid another motor vehicle coming in the opposite direction, the car skidded and crashed into a wall. Deceased had been for many years in business in Coventry and had always taken an active part in the May Day Parade of the Teamowners' Association. He leaves a widow and one daughter.

Aldridge's Horse and Motor Car Sales.—The auction sales conducted by Messrs. W. & S. Freeman at Aldridges Repository, St. Martin's Lane, London, draw large attendances, and if one requires a horse for saddle or harness or perhaps feels it is more up-to-date to invest in a motor, his wants can be satisfied at these weekly sales. At a recent auction, Irish harness horses, Welsh Cobs and Vanners were entered. On the mechanical traction side, cars and lorries made by the following well-known manufacturers came under the hammer:—Maxwell, Daimler, A.E.C., Peugeot Cabriolet, Dennis, Ensign and Enfield-Alldays. Auctions for horses and carriages at 10.30 a.m. on Wednesdays and Saturdays; Motor Car Accessories on Wednesdays at 10.30 a.m., and Motor Cars at 2 o'clock in the afternoon.

The Late Mr. William Smithers.—The publication of the Will (£17,219) of the late Mr. William Smithers of the well-known firm of Smithers & Sons, House Furnishers, Furniture Warehousemen and Removers, Kingston-on-Thames, draws attention to the fact that another well-known personality in the removal industry has recently passed away. Mr. Smithers was in his 71st year and had been connected with the business commenced by his father. The beginnings of this important concern were quite small and some interesting particulars of the origin were given in the columns of the *Surrey Comet* in the course of some articles entitled "Looking Back," where it was stated that Mr. James Smithers at a shop in Forty Acres turned his attention to brewing "Small Beer" and dealing in coal and firewood. Subsequently he joined hands with the advocates of Total-abstinence, gave up the brewery and started in London Road as a corn and coal merchant, and with the help of his sons other lines were added culminating in the important trading establishment of Smithers and Sons. From the small beginnings the premises have been so extended that they cover a frontage in London Road of 260 ft., and the storage section of the business occupies the Coliseum, St. James' Road, the Hampton Wick Assembly Rooms and premises in Church Road, Norbiton, while the auction rooms are in St. James' Road near the Coliseum. The late Mr. William Smithers although a partial invalid for many years kept in touch with the business almost to the last and was a well-known figure in the Borough of Kingston and in Richmond Park where he was accustomed to drive daily. Two sons, Messrs. W. E. Smithers and V. J. Smithers are in the business which is being formed into a limited liability company. Mr. A. J. Waters who occupies an important position in the firm is well-known in the Removal Industry and is a Past-President of the Furniture Warehousemen and Removers' Association.

Institute of Transport. Metropolitan Graduate and Student Society.—Mr. Harold G. Coe, of the firm of W. E. Coe & Son, 123-125 Newington Causeway, S.E.1, has been elected Assistant Honorary Secretary of this Society which has arranged an interesting series of meetings to be held during the present Session.

Mr. Fred Hoar and Woolwich.—Mr. Fred Hoar of the well-known firm of Tuff & Hoar, Ltd., Woolwich, has been elected Vice-Chairman of the Woolwich Equitable Building Society in place of Mr. Alfred Ellis, J.P., who has recently resigned that position. Mr. Hoar is well known in the Borough of Woolwich as a keen and successful business man.

New Railway Map of Great Britain.—We have received from Messrs. W. & A. K. Johnston, Ltd., Edinburgh, a copy of their new railway map of Great Britain showing the new grouping system of the railways. Messrs. W. & A. K. Johnston, Ltd., occupy a leading position as map makers and their new map is of their usual high class quality. It measures 45 by 35 inches and has been specially prepared to show the four new main railway systems of the country, each by a separate and distinct colour. It is on a scale of 15 miles to one inch with many insets of important manufacturing centres. The published price is 3/6 net on paper, folded in a cover, or 5/6 on cloth, both for the pocket, while for the office it is mounted on cloth and rollers to hang on the wall, price 10/6 net.

Charles Rickards, Ltd. A Disclaimer.—Messrs. Charles Rickards, Ltd., the old-established road transport contractors, of Paddington, ask us to state that they have no connection with Rickards Transport Co., Ltd. They feel this disclaimer is necessary as they are frequently receiving letters not intended for them from firms who are under the impression that the two businesses are connected.

Forthcoming Events.

November 20.—Institute of Transport (Graduates and Students). Paper by Professor J. H. Jones, on "Some Problems in the Economics of Transport."

November 22 to 29.—Public Works, Roads and Transport Congress and Exhibition, Royal Agricultural Hall.

November 22 to December 1.—Commercial Motor Transport and Roads Development Exhibition at Olympia, London.

November 24.—Second Annual C.M.U.A. Parade at Preston.

December 3.—Institute of Transport. Paper by Mr. C. Travis (member), "Railways of to-day and to-morrow."

December 8 to 19.—Brussels Commercial Motor and Agrimotor Show.

December 10 to 14.—Smithfield Club Show, Agricultural Hall.

December 11.—Institute of Transport. (Metropolitan Graduates and Students). Paper by Mr. Chas. Anderson "Ministry of Transport requirements with reference to Railway Companies."

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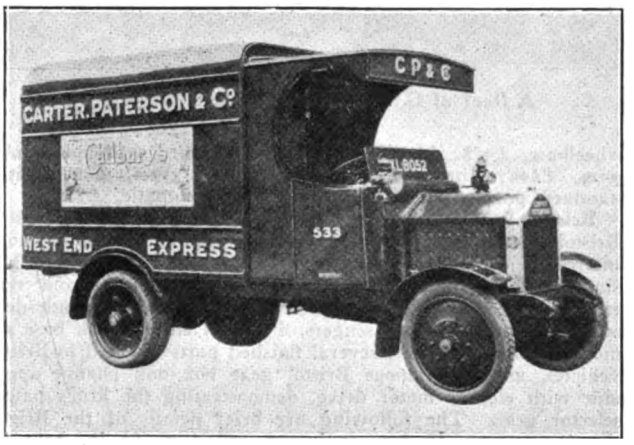
Commercial Motor and Roads Development Exhibition, Olympia.

Advance Particulars of Exhibits.

Commercial Motor Vehicle and Bodywork Section.

Albion Motor Car Co., Ltd., Scotstoun, Glasgow. Stand No. 113.—The Albion exhibit will be comprehensive including a 30-cwt. W.D. subsidy chassis, a 21-seater saloon bus, a 19-seater Albion "Viking" char-a-banc, a 30-cwt. box van, a 2-ton lorry, and the latest 32 h.p. mark II box van. The Albion 30-cwt. W.D. chassis was among the first to be exhibited by the War Department. The engine is a monobloc of 4 cylinders with two detachable heads and includes the patented water pump and fan, also the Albion-Murray governor. The workmanship and finish maintains in every way the makers' reputation for high-grade manufacture.

The 24 h.p. 21-seater bus, which is to be exhibited has a comfortable and workmanlike appearance. The power unit is the 24 h.p. engine, and it is equipped with a four speed gear box. The Albion bus chassis is designed for use on solid tyres, and the Show bus is so fitted, but if desired pneumatic tyres can be fitted.



Albion 25-cwt. box van.

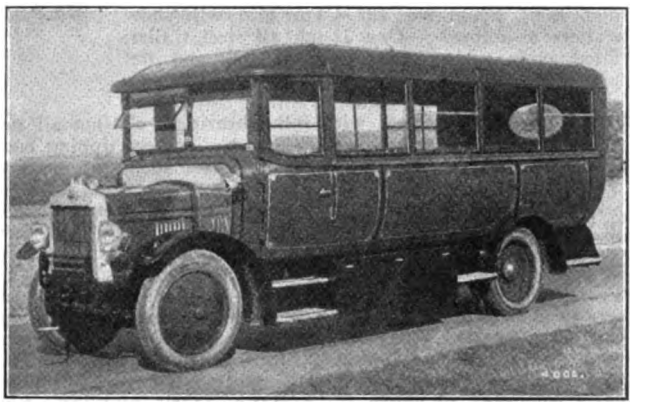
A pleasing exhibit will be the luxurious Albion "Viking" char-a-banc for 1924, which is designed to carry 18 passengers. This char-a-banc is built on pleasure car lines, with its handsome radiator, tapered bonnet, and long low body with deep seats. Particular attention has been paid to ease of entry, and the boarding level has been so reduced that only one step is required. Another exhibit will be the 30-cwt. box van fitted with solid tyres. The 2-ton lorry is one of an order for 20 2-ton lorries received from the Anglo-American Oil Co., Ltd.

Wm. Allchin, Ltd., Globe Works, Northampton. Stand No. 123.—Two fine examples of steam wagons are to be shown at the stand of this old established firm, both of which are fitted with three speeds, ackermann steerage and all the latest improvements, one being a single screw end tipping wagon, while the other is a standard fixed body type. They are capable of carrying a load of 6 tons, and hauling a trailer carrying a load of 4 tons at speeds of 12, 8 and 4 miles per hour. The usual loco. type boiler is adopted with a working pressure of 225 lbs. per square inch. It is hung between the fore ends of the main channels and allowance is made for expansion, thus relieving the plates of any undue strains. A waterheater is fitted inside the smokebox.

Ancona Motor Co., Ltd., 78-82, Brompton Road, London, S.W.3. Stand No. 10.—Gray commercial vehicles, which are newcomers to this country, will be exhibited on this stand. The Gray range consists of a 10-cwt. delivery van, a commercial traveller's 2-seater box car, a one-ton truck chassis and a one-ton van. The Gray chassis has a 21 h.p. 4-cylinder engine, bore 3⅝ in. by 4 in. stroke, "L" head, three-bearing crankshaft, Thermo-Syphon cooling, splash lubrication, distributor ignition, a three-speed gear box with central change single-disc clutch, spiral bevel drive, service brake internal expanding on rear wheels, emergency brake on transmission, artillery wheels with detachable rims and 30 in. by 3½ in. tyres, Westinghouse starter and generator, special economy easy starting carburettor, Gray special double springs, anti-rebound. Price, with tyres, £135. The price of the delivery van is £170 and of the traveller's box car £196. The one-ton speed truck has a channel frame 5 in. deep, the differential is removable with the axle in its place. It has Timken bearings and helical bevel drive, semi-cantilever springs front, and semi-elliptic rear. The front tyres are 30 in. by 3½ in., and the rear 32 in. by 4½ in., straight side cord, price £175.

Anderson & Moehl, 58 Bredgade, Copenhagen, Denmark. Stand No. 58.—The exhibition of this firm will include the Longframe six-wheeler chassis to carry 3 tons. One of the principal features of the Longframe six-wheeler construction is its adaptability to uneven road surfaces.

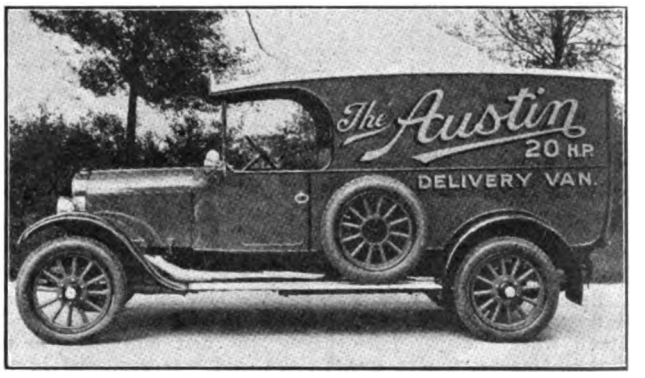
Associated Equipment Co., Ltd., Walthamstow, London, E.17. Stand No. 94.—There will be staged "Model 2" 28 h.p. chassis described on another page of this issue, a similar chassis with a saloon bus body convertible to a char-a-banc body for 20 passengers, a "Model 7" 65 h.p. six-wheeled vehicle (the tractor only will be shown) and a 35 h.p. "N.S." double-deck bus with seating accommodation for 54 passengers.



An A.E.C. saloon coach.

Atkinson & Co., Frenchwood Works, Preston. Stand No. 85.—The exhibit will consist of a model of the firm's new 6-ton steam wagon. We have frequently described the Atkinson Uniflow steam wagon in these pages, and our readers are familiar with it, but in the wagon exhibited there will be embodied an epicyclic reduction gear giving two speeds with a relation of 2.8 to 1. This is we believe the first time this type of gearing has been used in steam wagon construction. It is intended more particularly for use in hilly country, and the wagon may be supplied with or without the gear according to the requirements of the customer and the district in which it has to be used.

Austin Motor Co., Longbridge Works, Northfield, Birmingham. Stand No. 117.—On this stand there will be shown the two well-known Austin chassis, 20 and 12 h.p. respectively, as well as the more recent 7 h.p. model described elsewhere in this number.



The "Austin" Twenty delivery van.

The chassis of the "Austin Twelve" is almost identical with that of the "Austin Twenty"; in each case the engine has a 4-cylinder monobloc with detachable head, cooled by pump circulation and lubricated by a gear-wheel pump forcing oil through the hollow crankshaft. There will be an ambu-

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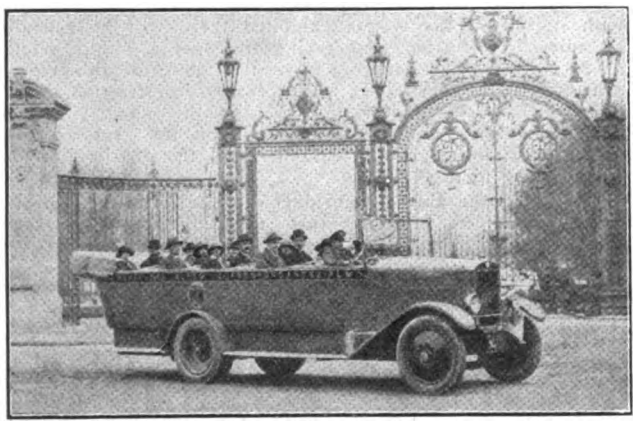
lance body fitted to an "Austin Twenty" chassis with accommodation for two stretchers and for four sitting cases, the price of this is £800 complete. A similar chassis will be fitted up as a delivery van, the price of this model complete is £595 at the works. A similar body will be fitted on an "Austin Twelve," but the platform area will be somewhat similar. The price of this model is £395 complete. Interior lights are provided in both vans. The "Austin Seven" will be shown both as a light van and as a traveller's car. A third "Austin Seven" will be shown as a one passenger taxicab. The coachwork of all models is by Startin, Ltd., of Birmingham.

Baico Patents, Ltd., 115 Fulham Road, London, S.W.3. Stand No. 79.—The latest pattern of Baico char-a-banc designed for "Summer and Winter" will be exhibited. It is to be mounted on the Supertonna chassis of 30-cwt. capacity. This chassis has first-class springing arrangement, trussed rear axle making it suitable for 30-cwt. work, and a chassis extending the whole length of the body. The springing is claimed to be the outstanding feature of recently introduced improvements. Two 44-in. semi-elliptic springs are substituted for the short 16-in. cantilever springs with which the Ford tonners are equipped.

H. C. Bauly, Ltd., 131-133 Bow Road, London, E.3. Stand No. 128.—The firm will show trailers as follows:—One 2½-ton all steel trailer, fitted with rubber tyred steel wheels and flat platform body; a 4-ton trailer of similar design with standard body, falling sides, and rubber-tyred steel wheels with roller bearings; a 6-ton all steel rubber-tyred trailer fitted with "McRob's" patent tipping body, and there will also be cast steel wheels for steam wagons and trailers.

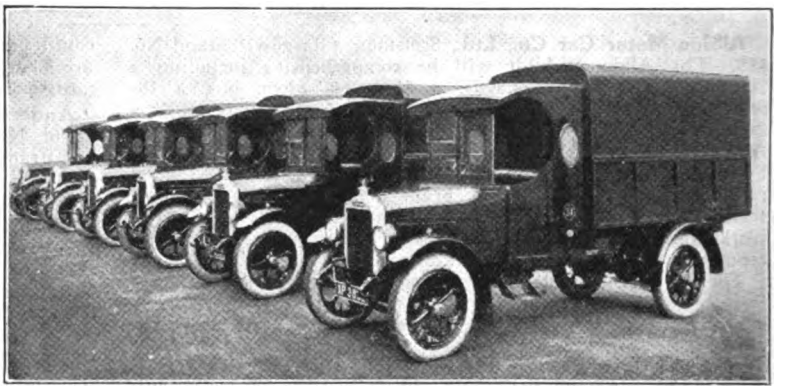
Beardmore Motors, Ltd., 112 Gt. Portland Street, London, W.1. Stand No. 90.—The new Beardmore 25/30-cwt. lorry chassis will be shown. The following is a brief specification:—Engine: four cylinders, block casting, bore 3⅛ in., stroke 4¾ in., Treasury rating 15.6 h.p. Lubrication is by pump under pressure to main bearings, camshaft big end and small end bearings. Cooling: on the Thermo-Syphon system. Cone type clutch with Ferodo friction lining. Steering: four-life worm and wheel with convenient adjustment. Gears: Four speeds and reverse connected to clutch by a Hardy fabric coupling. Back axle: Full floating type with D.B.S worm drive. Timken bearings fitted throughout. Brakes: Both sets act on rear wheel drums and both are of the internal expanding variety. Frame: Channel steel with wide flanges, pressed by six-cross members.

Automobiles M. Berliet, 40 Sackville Street, London, W.1. Stand No. 42.—The exhibit will consist of a 6-ton worm drive chassis, a 2½-ton chassis with four wheel brakes, a 30-cwt. 4-speed chassis and a 15-cwt. 4-speed chassis. There will also be the following complete vehicles:—a 30-cwt. saloon omnibus, a 30-cwt. single deck omnibus, a 15-cwt. ambulance (local Government Board type) and a 15-cwt. box van.



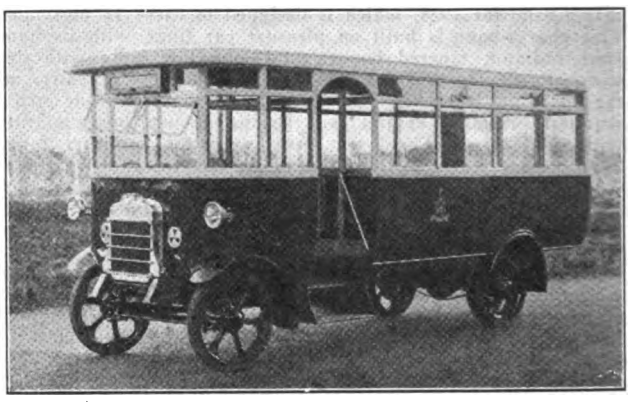
The "Berliet" 20-seater char-a-banc.

Bonallack & Sons, St. George Works, Cable Street, London, E.1. Stand No. 80.—Bonallack & Sons, will show a Gotfredson speed truck chassis. This chassis was first introduced to the English market twelve months ago, and was reviewed in our columns on 16th October, 1922. It was then known as the "G. & J." (*i.e.*, Gotfredson & Joyce), and English sales since then prove that it fitted a want, and it is now giving satisfaction to many users for both goods and passenger carrying. The illustrations shew a single deck, one-man operated bus, and a fleet of six 25-cwt. vans. The bus has been in use by a northern firm since January, with such success that they have recently purchased a second. The six vans shewn were supplied to a large firm of haulage contractors and are used for dry goods distribution. The average daily journey of these vans is, we understand, considerably over 100 miles, and they have given even better results than were anticipated. A new model will also be introduced in the 2-ton model 40 chassis. All models are equipped with starter, lighting set (6 lamps), electric horn, speedometer, etc., and the pneumatic tyred models are fitted with Kellogg tyre pump driven off the gear box. The complete range and prices are:—Model 20, 25-cwt. standard wheelbase, £435; ditto, long wheelbase, £453; 30-cwt. standard, £460; ditto, long wheelbase, £478; Model 40, 40-cwt. standard wheelbase, solid tyres, £646; ditto, long wheelbase, solid tyres, £680; ditto, standard pneumatic, £716; ditto, long pneumatic, £750.



A fleet of G. & J. Speed vans.

Bristol Tramways & Carriage Co., Ltd., Tramways Centre, Bristol. Stand No. 23.—As usual, this exhibit will be of much interest, and will consist of a 40 h.p. 4-ton chassis, a 40 h.p. single-deck omnibus to carry 30 passengers, front and rear entrance, a 30 h.p. 2-ton chassis, and a 30 h.p. single-deck omnibus to carry 20 passengers, a Bristol engine with base removed, showing details, several finished parts as fitted to Bristol vehicles, and the famous Bristol gear box and change speed unit with electric motor drive, demonstrating the firm's patent selector gear. The following are brief details of the Bristol chassis:—4-ton: 40 h.p. engine, 4 cylinders, 5½ in. bore by 5¾ in. stroke, weight of chassis 3¼ tons, with oil and water, wheelbase 14 ft. 6 ins., and track 6 ft. 1½ ins., tyres 1010 by 120 mm., single front, twin rear. The 2-ton chassis: 30 h.p. engine, 4 cylinders, 3¾ in. bore by 5 in. stroke, weight of chassis 2 tons, with oil and water, wheelbase 11 ft. and 12 ft. 6 ins., track 5 ft. 3 ins., front, 4 ft. 11 ins., rear, solid tyres; 5 ft. 7 ins., front, and 5 ft. 6 ins., rear, pneumatic. Size of tyres: solid, 865 by 100 for 720 fitting twin rear; pneumatics, 34 in. by 7 in., straight cord.



"Bristol" overtype 24-passenger bus on a 2-ton chassis.

H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1. Stand No. 88.—The following are the particulars of the firm's exhibits:—One 30-cwt. "Burford" D type chassis, latest improvements embodied (driver accommodated by the side of engine), fitted with Great Western Railway standard parcels delivery van. Wheels fitted with deep section super-cushion Macintosh tyres. One 30-cwt. "Burford" standard D type chassis, latest improvements embodied (driver accommodated by the side of engine), fitted with Great Western Railway standard flat platform lorry, wheels fitted with deep section super cushion Macintosh tyres. One 30-cwt. standard N.C. type "Burford" chassis, latest improvements embodied, steel disc wheels, deep section super cushion Macintosh tyres. One 2/2½-ton standard B type "Burford" chassis, latest improvements embodied; wheels fitted super cushion tyres.

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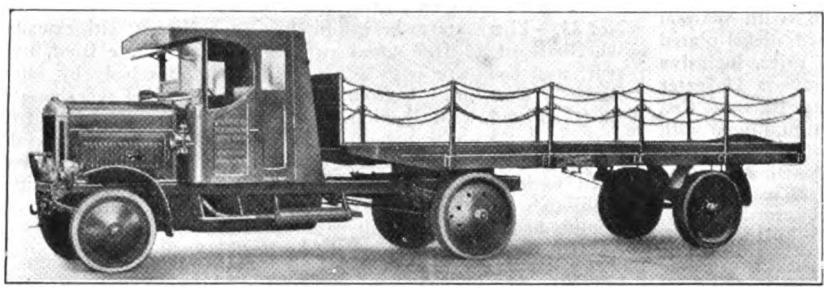
Carrosserie Latymer, Ltd., Pamber Street Works, Walmer Road, London, W.10. Stand No. 130.—This firm is well known to all our readers as makers of the excellent Carrosserie or Carrimore steel trailers, and they are becoming, if they have not already become, just as well known for their Carrimore patent two-wheel attachment. At the exhibition it is the latter type which will be the outstanding feature on the stand. There are to be three six-wheeler vehicles shown, one of which is to be a Saurer, another a Leyland, and there will also be a single-deck omnibus with a seating capacity for 50 people. The Saurer chassis will be used for the vehicle purchased by the Metropolitan Supply Company, and the Karrier chassis will be used for the bus. All the chassis, with which our readers are familiar will have specially shortened wheelbases for the purpose of taking the Carrimore attachments. The length of the Saurer-Carrimore platform is 22 ft. and the width 7 ft. The principal feature about this exhibit is that they will have a low loading height of not more than 4 ft. from the ground. Particularly large brake drums are fitted to the attachment wheels, these drums being 24 inches in diameter.



A Leyland-Carrimore 6-wheeler.

Chelsea Motor Building Co., Ltd., 164 Kings Road, Chelsea, London S.W.3. Stand No. 84.—A feature of the exhibit will be the Renault bus wherein the windows are to be fashioned after a type used extensively on the London electric railways. The following are particulars of the exhibit. A 20-seater one-man operated bus mounted on 2½-ton Renault chassis. This type of bus, with seating accommodation for 20 passengers, is planned for one-man operation without the assistance of a conductor. Beside the main door at the front, there is also an emergency door at the rear. The front entrance has the step inside the door and the step is very low. Control of the door is effected by a handle—located within easy reach of the driver—and rod fixed upon the dash; this mechanism and also the two panel folding door provide a high degree of safety for the public. The side windows, of ¼-in. plate glass, have fixed bottom halves, the upper halves being adjustable in any predetermined position by a pinch handle plunger mechanism after the style extensively adopted on the London Tube Railways. Ample provision is made for ventilation, while the seating is arranged throughout in the facing forward position with double seats on each side of the gangway. There will be a 17-seater one-man operated bus mounted on a Guy 30-cwt. chassis, this body features the above except that the fixed side windows have adjustable ventilating lights over. Lastly, there will be a commercial traveller's showroom on a G.M.C. chassis.

Christopher Dodson, Ltd., Cobbold Road, Willesden, London. N.W.10. Stand No. 29.—A "Charabus" on a Daimler "CK" chassis with seating capacity for 24 passengers, equipped with a standard C.A.V. bus lighting set. A single deck omnibus body on a Thornycroft side drive chassis, to seat 36 passengers. A "One-man" bus body on a Dennis 2½-ton chassis for 20 passengers. A double-deck bus body on a Leyland London bus chassis for 48 passengers and a double-deck bus body on a Dennis London bus chassis also to seat 48 passengers. All models will be fitted with standard C.A.V. lighting sets.

Citroen Cars. Ltd., Brook Green, Hammersmith, W. Stand No. 21.—Five Citroen models will be exhibited as follows:—a 7.5 h.p. Citroen delivery van, a delivery van, farmer's wagon ("Normandy" type), a Citroen-Kegresse with platform body, a torpedo van, all mounted on the 11.4 h.p. chassis, and there will also be an 11.4 taxi cab. With regard to the 7.5 chassis it has a four-cylinder engine 55 bore x 90 stroke, thermo-syphon water circulation, R.B. magneto ignition, Solex carburetter, 3 forward speeds and reverse, central change, dry single plate clutch, Citroen helical gear final drive 5 Michelin pressed steel wheels and tyres, 700 mm. x 80 mm., 7-ft. 4½-in. wheelbase, 3-ft. 10½-in. track, Citroen dynamo lighting and electric starting set and 5 lamps. Price £175. The 11.4 chassis also has a four-cylinder engine, 68 bore x 100 stroke, thermo-syphon water circulation, assisted by fan, pressure feed lubrication, R.B. magneto ignition, Solex carburetter, 3 forward speeds and 1 reverse, central change, dry single plate clutch, Citroen helical gear, final drive, 5 Michelin pressed steel wheels and Cable tyres size 710 mm. x 90 mm., 9-ft. 6-in. wheelbase, 3-ft. 11.5/6-in. track, Citroen dynamo lighting and electric starting set, 5 lamps, and the price is £245.

Clayton Wagons, Ltd., Stamp End Works, Lincoln. Stand No. 16.—Three vehicles will be staged, namely:—a 3½-ton electric, a 6-ton undertype steam wagon, and a 5/6-ton overtype steam wagon. The special features of the "Clayton" electric are the sound mechanical construction, the care bestowed in the making of every detail, and the high electrical efficiency obtained. The 6-ton undertype steam wagon is to be fitted with platform body, suitable for general haulage work. It follows in general construction the form which was first shewn at the last Olympia Exhibition, but the details have been improved with a view to improving the economy and general efficiency. The boiler is of the vertical water tube type, fired through centre door at top. The firegrate tips for cleaning purposes. A superheater is fitted near the top of the boiler so that good economy is assured. The boiler mountings are of heavy pattern placed with fullest consideration for the comfort and convenience of the driver. Cleaning doors are provided near the bottom of the boiler which are an improvement on the screwed plug cleaning holes provided on many boilers of the type. The feed water tank situated at the rear of the chassis carries water for journeys of 30 miles or more, depending on the road and the load. The bunker is fixed inside the driver's cab—easy to reach—and it carries fuel for journeys up to 200 miles.

The 5/6-ton overtype wagon to be exhibited will be of the latest improved design, and though the example shewn will have the chain or "traction engine" type of steerage, the "Clayton" overtype wagon can also be fitted with Ackermann type steerage like that on the undertype wagon. The locomotive type boiler is an improved design, without screwed stays to firebox crown, and with the cylinder seating pressed in the solid barrel plate, eliminating joints. The compound engine is mounted directly above the boiler, and some splendid examples of drop forging work by the Clayton Forge are to be noted, *e.g.*, crankshaft, connecting rods and valve gear details. The vehicle to be exhibited has an end-tipping body. The tipping gear is operated by a small rotary steam engine which drives the tipping screws through suitable gearing.

Clement Talbot, Ltd., Barlby Road, Ladbroke Grove, London, W.10. Stand No. 9.—The exhibits will be as follows:—A 25/50 h.p. 4-cylinder ambulance. Engine 101.5 mm. bore x 140 mm. stroke (Treasury Rating 25.54 h.p.), load capacity 30 cwt.; wheelbase 11 ft. 1 in., track 4 ft. 7½ ins., tyres 880 x 120 mm. equipment; electric lighting and starting, 5 lamps, wooden wheels fitted with Warland rims single to front, twin to rear, spare rim and tyre; fitted with ambulance body, made to carry either two stretcher cases or 1 stretcher case with 2 or 3 sitting patients, or 4 or 6 sitting patients with attendant; front to accommodate two with driver; 2 roof lights and 1 hand lamp, electric fan, roof ventilator, clock, speedometer, and electric horn. Price complete £900. Chassis with tyres £650. A 25/50 h.p. 4-cylinder char-a-banc. Chassis details as above; fitted with 14-seater char-a-banc; painted dark red; upholstery dark red; electric lighting and starting, clock, speedometer, and electric horn. Price complete £875.

Crossley Motors, Ltd., Gorton, Manchester. Stand No. 31.—A very interesting feature of the Crossley exhibit will be an ambulance body mounted on a 25/30 h.p. Crossley chassis. This chassis is similar to the large number used by the British Flying Force during the war and since. It is a sound upstanding job with the quality of extreme reliability. On the same stand is a 30-cwt. Crossley chassis (Government Subsidy

The Crossley Motor Ambulance.

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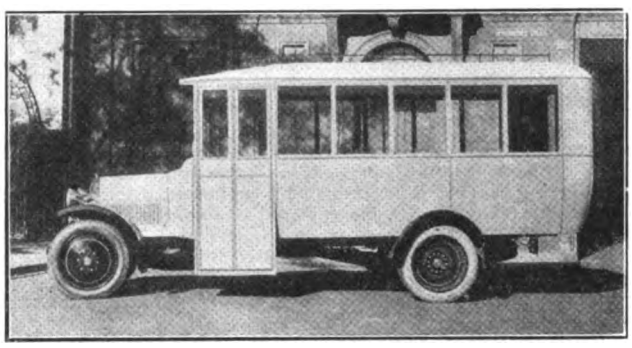
Vehicle), and a further exhibit is a 30-cwt. Crossley tender (Government Subsidy Vehicle).

The Curtis Automobile Co., Ltd., 18, Berkeley Street, London, W.1. Stand No. 22.—This firm will exhibit Lancia vehicles. The following are brief descriptions of the models which will be staged:—"Lancia" Tetraiota type chassis, complete to the 1924 standard specification. Electrical equipment, comprising starting and lighting, is inclusive in the list price of £800 of this exhibit. Alternatively, this chassis is supplied without such electrical equipment at the list price of £750. The simplicity and efficiency in design of this chassis have been duly appraised in WORLD'S CARRIERS, and we do not consider it necessary to repeat it. A similar chassis will be shown with a standard 18-20-seater open coach-de-luxe bodies by James Bartle & Co., Ltd., incorporating Bartle patent hood, all-weather side curtains, wide running boards, leather valances, and maroon antique leather upholstery. Painted aluminium, with maroon wings, wheels, and chassis; all fittings standard nickel-plated finish, with two spare wheels and tyres. Retail price, inclusive of spare tyres, £1,168. Another chassis will have a 20-seater "Riviera" type semi-enclosed coach body by James Bartle & Co., Ltd. All fittings nickel-plated finish, painted aluminium, with maroon wings, wheels, and chassis, two spare wheels and tyres. Retail price, inclusive of spare tyres, £1,368. A fourth exhibit on a chassis identical with the above will be a 20-21-seater front-entrance service omnibus body by Metcalfes, of Romford. Lastly, there will be a 20-seater all-weather saloon body by the Northern Counties Motor & Engineering Co.



A Lancia front entrance saloon coach.

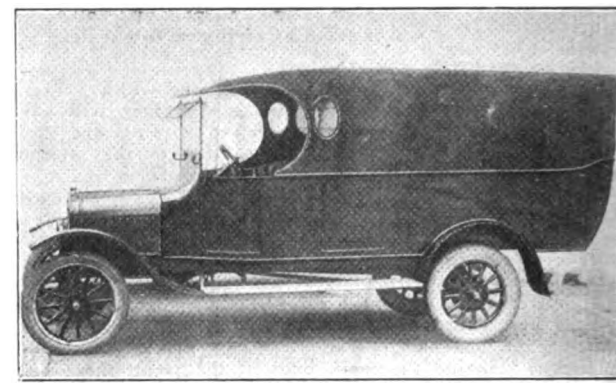
De Dion Bouton, Ltd., 10 Gt. Marlborough Street, London, W.1. Stand No. 112.—This famous firm will exhibit four models, namely:—The J.D. 18/20 h.p. 20/30-cwt. model, the J.D.1 18/20 h.p. 30/40-cwt., model J.E. 22 h.p. a 20-passenger, and the F.R. 25 h.p. 3½-ton model. All these are fitted with 4-cylinder engines, have Solex carburetters, Victrix ignition, multiple disc clutches, four speed gear boxes, bevel drive, whilst their dimensions and equipments are according to varied requirements.

Dennis Bros., Ltd., Guildford. Stand No. 91.—Interest always attaches to the exhibit of Dennis Bros., Ltd., who, as pioneers of the overhead worm drive, are amongst the oldest and most prominent firms in the commercial vehicle industry. The chief attraction on their stand will be the new 20/25-cwt. model, which, after long and exacting tests, is making its first public appearance. The chassis represents an attempt to produce a British-built vehicle for light goods and passenger transport, at a popular price that shall compete with the Continental and American machines, and, backed by the outstanding reputation of Dennis lorries and fire engines, this newcomer is sure of a hearty welcome. The use of the highest grade material has ensured a light chassis and, with a 20 h.p. engine, and a chassis weight of 23 cwt., the makers guarantee 20 miles per gallon of petrol and 800 miles to a gallon of lubricating oil. Every part of the chassis is built to jig thereby ensuring accuracy of parts and perfect interchangeability, and factory arrangements have been made for mass production, beginning with an output of 100 chassis per week to be increased later to 250. This has enabled the chassis price to be brought down as low as £295, with solid tyres, and £17 extra for pneumatics. Another chassis on view is the 2/2½-ton model, which was specially designed to meet overseas conditions. The convertible cesspool emptier and 3-way tipping wagon is of special interest to public health authorities. Special interest will attach to the new 60/70-h.p. 500/600-gallon fire engine, whose patented turbine pump, constructed of gun metal throughout, is some 8 cwts. lighter than an ordinary service pump of similar capacity. The trailer fire engine, fitted with a smaller model of the pump, a handsome all-weather four-purpose saloon coach, and an hotel bus, mounted on the new 20/25-cwt. chassis, fitted with pneumatic tyres, complete this most interesting and varied exhibit.

Dodge Bros. (Britain), Ltd., Stevenage Wharf, Stevenage Road, Fulham, S.W.6. Stand No. 30.—The Dodge commercial chassis engine develops 24/35 h.p., it has 3⅝-in. bore x 4½-in. stroke, side by side valves, pump water circulation, pump and splash lubrication, high tension magneto, special design carburettor, 3 forward and reverse speeds, central change, Yale lock on transmission case, multiple disc clutch, spiral bevel final drive, external contracting and internal expanding brakes on rear wheels, wooden artillery wheels with steel felloes, five 32-in. x 4-in. straight side cord tyres, 9-ft. 8-in. wheelbase, 4-ft. 8-in. track, fitted with North East dynamo, lighting and electric starting, wing lamps and special safety stop light at rear, speedometer, and tool kit. Price, standard chassis with windscreen, scuttle, bonnet, wings and running boards, £235. There will also be a 15-cwt. parcel van, a 30-cwt. truck chassis and a saloon bus.

W. & G. Du Cros, Ltd., 177, The Vale, Acton, W.3. Stand No. 83.—There are to be exhibited a 2-ton chassis with extended wheelbase of 13 ft. Fitted with solid tyres, single front, twin rear, and complete with 20-seater de luxe 'bus body by James Bartle & Co., Ltd. A 2-ton chassis with extended wheelbase of 13 ft. Fitted with Dunlop pneumatic tyres, single front, twin rear, and also disc wheels. This chassis has been specially prepared for the forthcoming show. A 2½-ton Standard chassis fitted with Dunlop solid tyres, single front, twin rear. Fitted with two 25-cwt. "Makrob" separate compartment gravity tipping bodies. Coachbuilt cab.

Duple Bodies & Motors, Ltd., Pembroke Road, High Street,



The Duple Combination Van and Touring Car.

Hornsey, London, N.8. Stand No. 17.—Duple patent convertible bodies will be exhibited for the first time in any Motor Show, and will be demonstrated continuously during the exhibition. A range of six bodies will be shown on one chassis capable of making them different combinations. A special attraction will be the combination van and touring car and light lorry and two-seater car. These will be shown on the Durant Rugby chassis. There will also be the patent Chara-Van, combination 14-seater char-a-banc which can be converted into an open lorry or trade delivery van.

Durant Motors, Ltd., Trading Estate, Slough, Bucks. Stand No. 37.—The Durant motor is a newcomer to this country. It is a vehicle which has much popularity in the United States where it is sold more particularly as a touring car, it is, however, suitable for conversion into a 10-cwt. delivery van. As a delivery van it has 15.6 Durant engine, bore 3⅜ths by 4¼ stroke. It has the firm's own carburetter and dry-plate clutch, three speed gear box bevel drive, auto-light ignition, wood wheels, and its dimensions are 9½ ins. road clearance, 12 ft. 2 ins. overall length, 5 ft. 5 ins, overall width, total length of body 8 ft. 5 ins., wheeltrack 4 ft. 8 ins., pneumatic tyres 30 by 3 ins. front, and 30 by 3½ ins. rear, and the price is £170.

R. A. Dyson & Co., Ltd., 76-80 Grafton Street, Liverpool. Stand No. 47.—The exhibit will consist of one G.M.C. truck complete with detachable sixth-wheel "Dyson" all-steel trailer attachment to carry loads of ten tons. One "Dyson" all steel 4-ton ball bearing trailer chassis of special design, with a steel angle frame to carry a steel container, 13 ft. 5 ins. x 6 ft. 4½ ins., on cast steel wheels and solid rubber band tyres. The forecarriage having the necessary fitment to enable horse draft to be used if necessary. One 3-ton all-steel "Dyson" trailer on ball bearings and cast steel wheels with solid rubber band tyres. Dimensions of platform 12 ft. 6 ins. x 6 ft.; wheelbase 7 ft. 8 ins.; wheel track 5 ft.

Eagle Engineering Co., Ltd., Eagle Works, Warwick. Stand No. 13.—This exhibit will be of particular interest as it will include the "Warwick" patent two-wheel trailers which we believe have not been previously shown at a Commercial Motor Show. There will also be a 1,000 gallon "Warwick"

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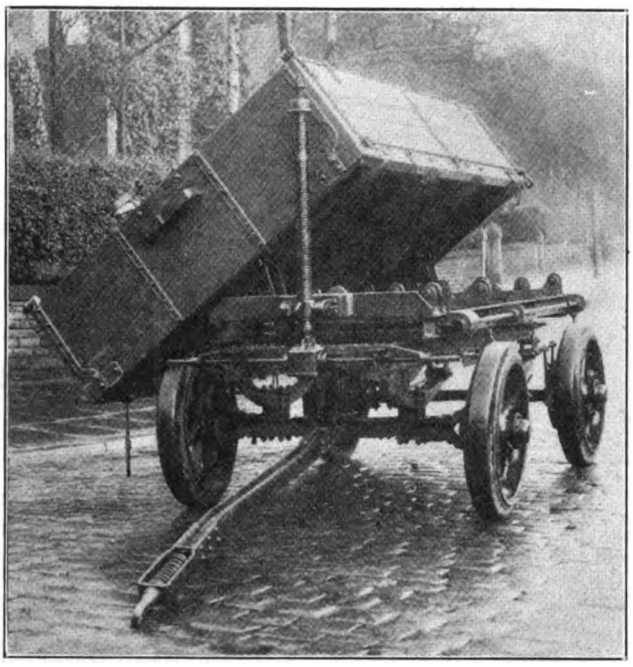
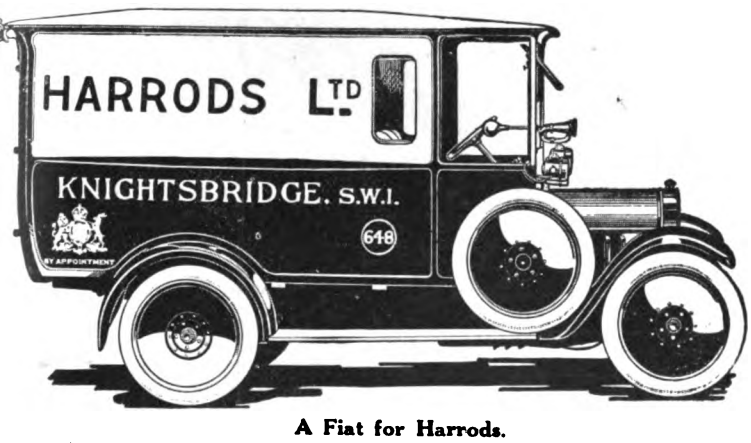
patent cesspit emptier on an A.E.C. chassis. An Eagle patent all-steel trailer with Ackermann steering and with a patent three-way tipping body, an Eagle all steel trailer chassis with turntable steering and a mechanically-operated end tipping body on a Daimler chassis. The two-wheel trailer is intended for towing behind light tractors. The chassis is constructed of steel channels and the axle of Siemens Martin steel, fitted with cast steel wheels 670 by 140, and solid rubber tyres, also with gun-metal bushes. Band brakes are fitted Ferodo lined and operated



The Eagle 3-way tipping trailer.

from driver's seat by means of lever. Mounted on springs of best Sheffield quality. The body is made throughout of best seasoned timber to stand hard and continuous work. The whole painted complete to requirements. Made in 3½ ton and 5 ton sizes. Another special two-wheel trailer as above, but fitted with their well-known hand operated end tipping gear. Body 11 ft. long x 6 ft. wide x 1 ft. 6 ins. deep. Oak framing throughout, front, sides, bottom boards, and also hinged tailboard of elm or deal. Mounted on best quality Sheffield steel springs, painted, lettered and varnished complete. Also made in 3½-ton and 5-ton sizes.

Fiat Motors, Ltd., 43-44, Albemarle Street, London, W.1. Stand No. 106.—The feature of the exhibit will be the 10-cwt. box van, which is an entirely new model. It has a 4-cylinder engine with a 65 by 110 bore and stroke with detachable heads, pump lubrication and pump water circulation, H.T. magneto

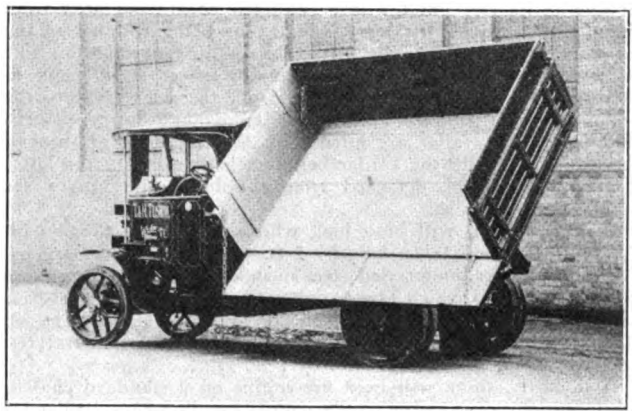


A Fiat for Harrods.

ignition, multiple steel disc clutch, four-speed gear box, helical bevel drive and steel wheels with pneumatic tyres. The principal dimensions are:—Wheelbase 9 ft. 1 in., wheel track 4 ft. 8 ins., ground clearance 11 ins., turning circle 35 ft., body space, *i.e.*, from dash to end of frame, 7 ft. 9½ ins., the weight of the chassis is under 14 cwts., and the price £275. The firm will be showing a special ambulance mounted on their model F.2 chassis which will take two stretcher cases, one on either side of the body.

Other exhibits will consist of a 1-ton utility truck, a 1-ton box van, a station omnibus, all on model F.2 chassis. The truck and van are priced at £425 each and the omnibus £695. A 30-cwt. lorry on a 15-ter chassis, price £740. A 16-seater "Pay-as-you-enter" service omnibus, price £750, complete with C.A.V. electric lighting. A 3½-ton lorry on a model 18 B.L. chassis fitted with a 35 h.p. 4-cylinder engine, 100 mm. bore by 180 stroke, a 4-speed gear box, and a fixed sided lorry body with hinged tail-board, loose tarpaulin sheet; price of chassis is £600, complete £775. Finally, there will a Fiat taxicab, Scotland Yard type, price £645.

Fodens, Ltd., Elworth Works, Sandbach. Stand No. 102.—Three Foden models will be shown and it is eloquent testimony to their quality in every respect in the fact that the models to be exhibited are repeat orders from well-known firms and



A Foden two-way tipper.

a public authority. The exhibits will be as follows:—One 6-ton standard type wagon, fitted with flat platform, deep tailboard and sheet rails, being the 18th repeat order for Messrs. Morris & Jones, Ltd., wholesale provision merchants, Liverpool. One 6-ton standard type wagon fitted with platform hinged sides and tailboard, being a repeat order for The Rapid Transport Co., 143 High Street, Stratford, London, E.15. Also one 6-ton three-way tipping wagon, being the 18th repeat order for the Essex County Council.

Four Wheel Drive Lorry Co., Ltd., 46, Charing Cross, London. Stand No. 40.—The exhibit will consist of a 3-4-ton polished show chassis arranged to show construction and principle of driving on all four wheels.

To illustrate its adaptability as either a road vehicle or a four-coupled locomotive, the chassis will be exhibited, fitted with the latest type steel wheels, designed to take either 40 in. by 8 in. Giant pneumatic tyres, 36 in. by 6 in. solid rubber tyres, single

The F.W.D. lorry and trailer.

front and rear, or flanged railroad rims.. The details of the chassis are as follow:—Load capacity 3-4 tons. Engine: 36 h.p., 4 cylinders, bore 4¾ in., stroke 5½ in., combined force feed and splash lubrication, magneto ignition, Stromburg carburettor, cooling by pump circulation, clutch, Hele-Shaw multiple disc. Gear box: four speeds forward and one reverse, gate change situated at driver's right hand. For railroad use a special reverse gear is fitted, giving 4 speeds in either direction. Centre differential embodied in gear box, which distributes the power

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equally to all four wheels. Hand-operated differential lock provided. Open propeller shafts, with a universal joint at each end, convey the drive from the centre differential to the front and rear axles. Axles: Both front and rear axles are full floating, the front axle being fitted with a ball and socket type hinge which encloses a universal joint on the driving shaft. Triangular torque rods are fitted to both axles. Semi-elliptic springs front and rear, the rear ends of the rear springs being anchored to a transverse platform spring. Steering worm and sleeve. Brakes: Foot brake operates on all four wheels, hand brake on rear wheels only. Dimensions: 16 ft. 8 ins. by 5 ft. 10½ ins., length available for body 11 ft. 4 ins., wheel-base 10 ft. 4 ins., track 4 ft. 8 ins., turning radius 25 ft. 3 ins.

The second exhibit will be a three-way hydraulic tipping lorry and trailer. Both lorry and trailer will be fitted with Bromilow & Edwards' three-way hydraulic tipping gear. The tipping gears on both the lorry and trailer are operated from the driver's cab on the lorry, the trailer being coupled to the lorry by a telescopic tube with ball joint connections. The bodies are of improved design, having sheet steel floors to facilitate tipping, while the height from the floor level to the ground has been reduced by three inches from that of former models. Both lorry and trailer are fitted with Westinghouse air brakes, the connection with the trailer being such that should the latter accidentally become detached from the lorry, the brakes are automatically applied.

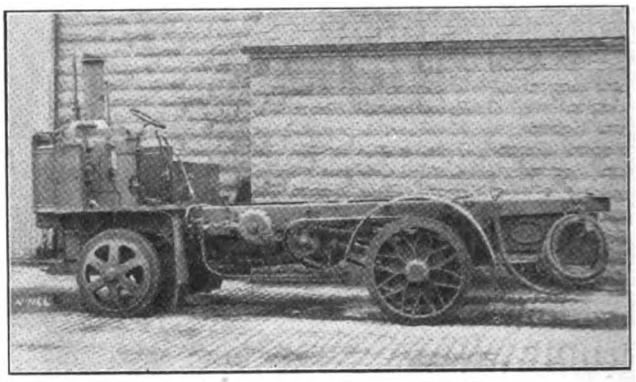
Another exhibit will be a long wheel-base chassis, fitted with flat platform body 16 ft. long by 7 ft. wide. Frame constructed from channel section pressed steel members, having a maximum depth of 8½ ins., which tapers down fore and aft. Wheel-base 13 ft. Engine, gear box, front and rear axles, etc., as on standard model. C.A.V. lighting set. Solid rubber tyres, 36 in. by 6 in. front and 36 in. by 7 in. rear.

And, lastly, there will be a fire-engine on a standard chassis, with four-speed gear box. The 250-300 gallon Dennis-Tamini turbine pump is located at the rear of the chassis, and the pump-driving shaft is driven from the forward end of the gear box. The body is built throughout of solid teak, painted red, with aluminium chequered floorboards, edged with brass in the usual style. Pneumatic tyres, 40 in. by 8 in., are fitted to all four wheels, the spare wheel being carried in a recess under the platform at the rear of the vehicle. C.A.V. lighting set, with a powerful searchlight mounted on the fire-escape support. Other fittings include 2-cylinder engine drive tyre pump, fire hose, Klaxon horn, Edison nickel-iron accumulator, and two independent magnetos. This fire-engine is one of two on order for the Egyptian and Sudan Governments.

Henry Garner, Ltd., Moseley Motor Works, Birmingham. Stand No. 28.—Our readers are familiar with the Garner saloon bus-van, and they will do well to pay a visit to the Garner stand to inspect the latest improved model. The front name-board seen on previous models has been dispensed with, which considerably enhances the general outline of the exterior, giving the bus-van the appearance of an excellent private passenger-carrying vehicle. The windscreen is of glass, which is embodied in rubber insertion, preventing rattle and consequent damage. The lights to side and rear doors are now fitted with glass. The front wings are of a special domed pattern, with inside shields. Steps, both near and off side, are covered with Lin-Rubber matting. The usual collapsible seats which fold neatly up to the sides are now upholstered in cord cloth instead of leather cloth. The interior is done out in canary white wood match board, stained light and dark alternately. The sturdy framing is carried out entirely in well-seasoned prime ash. Mounted on the well-known Garner 30/40-cwt. chassis, fitted twin N.A.P. tyres rear, and single N.A.P. tyres front wheels, with bodywork painted coach finish, the saloon-busvan will be well worth looking at. There will also be a standard 30/40-cwt. general-purpose lorry, with hinged detachable sides, fitted with "Super-strength" girder hinges. Can be converted into flat decker, as required. The driver's cab has an adjustable windscreen, all glass, is embedded in rubber insertion, obviating rattle and consequent damage. The cab is fitted out in specially prepared canary white wood match board, stained light and dark alternately. Fittings are of nickel. The framing throughout is of well-seasoned prime ash. It will be mounted on a model "15" chassis, fitted with standard solid tyres, 36 ins. x 3 ins. dual solids rear, and 36 ins. x 3½ ins. singles on front wheels.

Richard Garrett & Sons, Ltd., Leiston. Stand No. 87.—There will be a specially show-finished chassis of the "Garrett" 6-ton undertype steam wagon having temporary removable driver's seat and special aluminium crankcase. This wagon represents the latest improved type. The special points of interest are:—The fitting of roller bearings throughout the chassis. The change speed gear fitted to the countershaft, and it is interesting to note that whilst the wagon is capable of ascending gradients of 1 in 8 on top gear with a full load, it has been thought advisable to fit this extra gear for users who require the wagon to work over soft ground and in awkward places, as the use of this gear removes all temporary stress laid on the engine. Facilities for cleaning and expanding the boiler tubes have been allowed for in the design by an inspection door let in the front of the boiler shell. This door is quickly and easily removable, giving access to the boiler tubes. The foot accelerator pedal control (fitted in addition to the hand throttle) is placed in a convenient position adjacent to the driver's right foot. With this special fitting the driver is able to control the wagon by foot, if necessary, and therefore leaves him entirely free to steer, especially when passing through towns and in and out of awkward places. The large platform area which is available for load carrying is 14 ft. x 7 feet wide.

The second exhibit is to be a specially show-finished 5/6-ton undertype steam wagon fitted with cab over driver's seat and standard body. This wagon is exactly similar to exhibit No. 1,

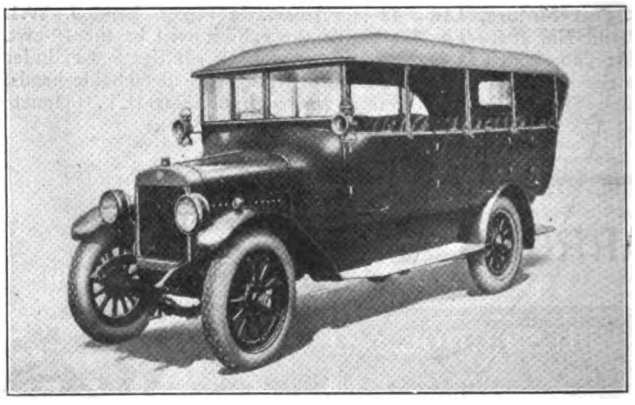


The Garrett steam wagon.

with the exception of the addition of the bodywork and cab.

The third exhibit is to be a specially show-finished 3/4-ton "Garrett" tracking trailer chassis. This trailer is the type generally supplied for use in conjunction with steam wagons, and can be supplied either as a standard model shown or fitted with 3-way tipping gear. The particular points of interest to note about this exhibit are:—The fitting of a simple mechanical device enables the trailer automatically to follow in the exact tracks of the hauling vehicle, and the advantage of this will be clearly seen when the trailer is used for working in towns and in and out of traffic. This type of trailer, which is constructed on the all-steel principle, has pressed steel frame, Ackermann type steering and is fitted with pressed steel wheels, solid rubber tyres and roller bearings. In a similar way to exhibit No. 1 the trailer will be raised off the ground to show the easy manner by which the wheels can be spun owing to the fitting of roller bearings.

General Motors, Ltd., The Hyde, London, N.W.9. Stand No. 104.—General Motors will have a comprehensive exhibit



The G.M.C. light motor coach.

which will include Buick, G.M.C. and Chevrolet vehicles. Buick models will consist of a 15-cwt. chassis with four-wheel brakes. It has a 4-cylinder engine developing 18.2 h.p., a multiple disc clutch with dry plates, a 3-speed sliding type gear, a fully enclosed propeller shaft, and a left-hand spiral bevel gear drive, the housing of which carries the weight of the chassis. The wheels are driven by axle shaft mounted on Hyatt roller bearings. Upon a chassis of this description there will be mounted a 15-cwt. van, attractive and specially designed for lightness and durability. The body panels are special zinc-coated Plymax board, a combination of wood and steel. The dimensions are 5 ft. 11 in. behind the driver, the width at centre is 4 ft. 3 ins., and the height 4 ft. 3½ ins. The total unladen weight is 27 cwt., price £290. There will also be a Buick traveller's brougham. The G.M.C. models will include a 26-seater saloon body, built by United Automobile Services on a K-41B chassis with pneumatic tyres, price £1,035. A G.M.C.

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17-seater saloon omnibus, built by J. & S. Leaver, Ltd. for the Nelson Corporation, on a K-16 chassis with pneumatic tyres, it is a bus of elegant appearance specially designed for comfort and consideration has been given to easy access and non-disturbance of passengers. All panels are of sheet steel, beaten and shaped with hammered finish. The price is £685. There will be a G.M.C. 14-seater char-a-banc de luxe, and a 30-cwt. G.M.C. van, both on K.16 chassis. The coachwork of both models is by J. & S. Leaver, Ltd. Finally, there will be a special G.M.C. bus and char-a-banc body. Chevrolet models will include a 10-ton van, a traveller's brougham, a 1-ton chassis, a 1-ton van and a 14-seater omnibus.

General Vehicle Co., Ltd., 43 Shoe Lane, London, E.C.4. Stand No. 14.—The exhibit will consist of the G.V. 10-ton six-wheeler, briefly described and illustrated on another page of this issue, a 3½-ton chassis with a steel galvanised end tipping body of 9 cubic yards capacity, designed for that of house and trade refuse collection. The tipping gear is electrically-operated and a full load can be discharged within 90 seconds. Also a G.V. 2-ton chassis with box van body designed for carriers, a special feature of this body will be the easy accessibility to the interior through the driver's cab. There will also be three industrial trucks as follows:—A Hy-lift truck of 2-ton capacity with two wheel drive and four wheel steer. The loading platform can be raised to a height of 6 ft., and such a truck as this is invaluable for warehouse use when stacking is required. An elevating industrial truck of 3-ton capacity, with two wheel drive and four wheel steer. This platform can be raised 16 inches, and can lift a heavy load in 10 seconds. It is a great labour-saver for docks, warehouses and manufacturers works. An industrial tractor—two wheel drive and four wheel steer. A massive heavy duty tractor of ten-tons tractive capacity, and can either operate on rails or have solid rubber tyres fitted for road work—ideal for eliminating man handling of trucks.

J. & E. Hall, Ltd., 10, St. Swithin's Lane, London, E.C.4. Stand No. 107.—There will be six chassis of various capacities on this stand, including a six-wheeler to carry 10 tons as illustrated. The lightest chassis to be shown is for a load of 35 cwt. It is fitted with a 25 h.p. engine, 100 bore by 140 stroke, a 3-speed gear box. Upon the chassis there will be mounted an open type brewer body, which is a repeat order from H. Luker & Co., Brewers, Southend-on-Sea. There will be a 5-ton chassis with a 40 h.p. engine, 120 bore by 140 stroke, and a 4-speed gear box; upon this there will be mounted a general service type of body with open frame sides. The chassis is fitted with a towing gear for trailer work and it has been built for Mr. W. J. Sims, cartage contractor, Monument Street, London, E.C., and is one of two similar lorries the firm are supplying, being a repeat order from that gentleman, who has used Hallford lorries for some years. Another 5-ton chassis similar to the above, fitted with an end tipping type body operated by hydraulic tipping gear. This is a lorry similar to those the firm frequently supply to Municipal authorities and cartage contractors. There will be a 4-ton chassis fitted with a 32 h.p. engine, 100 bore by 140 stroke. It is provided with four speeds. This is being exhibited in chassis form. A third 5-ton chassis will have mounted upon it a 1,200 gallon triple-compartment tank, constructed by the Steel Barrel Co., of Uxbridge. The usual fire shield is fitted at the back of the driver's cab, and the electric lighting equipment is of the C.A.V. manufacture. The sixth exhibit will, as stated, be a 10-ton six-wheeler fitted with a 40 h.p. engine, a 4-speed forward and reverse gear box. It is also fitted with the patent Westinghouse pressure brake operated by exhaust from the engine. This brake gives perfect control without physical exertion on the part of the driver.

Halley's Industrial Motors, Ltd., Yoker, Glasgow. Stand No. 114.—Four vehicles will be exhibited as follows:—A 75-95 h.p. Halley turbine fire engine; a 35 h.p. vacuum gully emptier

The Hallford Six-Wheeler.

Guy Motors, Ltd., Fallings Park, Wolverhampton. Stand No. 86.—The Guy exhibits will be as follows:—A 15/20 cwt. chassis, 18 h.p., 4 cylinder, 85 x 120, 17.9 R.A.C. rating, chassis weight 20 cwts. Wheelbase 8 ft. 9 ins., track 4 ft. 8 ins., wheels and tyres 765 x 105, pneumatic fronts, twin rear, fitted with box van body. A 25-cwt. 150/250 gallon turbine motor fire engine (chassis) 18 h.p. four cylinder, 88 x 120, 19·2 R.A.C. rating, chassis weight 23 cwt., wheelbase 9 ft. 6 ins., track 4 ft. 8 ins., wheels and tyres 820 x 120 pneumatics, single front, twin rear. A 30-cwt. chassis, 19.2 h.p., four cylinders, 88 x 120, 19.2 R.A.C. rating, chassis weight 24 cwts., wheelbase 10 ft. 8 ins., track 4 ft. 8 ins., wheels and tyres, pneumatic, 880 x 120, single front, twin rear, fitted with 18-seater saloon coach body, upholstered in antique leather, body painted from base to waist line in yellow, and above black. A special passenger chassis, 25 h.p., four cylinders, 4 ins. x 5½ ins., 25.6 R.A.C. rating, chassis weight 33 cwts., wheelbase 13 ft. 10 ins., track 5 ft. 5 ins., pneumatic tyres, 895 x 135 single front, twin rear, fitted with an attractive motor coach, 20-seater body, the appearance of which is similar to an enlarged touring car and having an exceptionally low loading platform; and, finally, a 2½-ton chassis, 25 h.p., four cylinder, 4 ins. x 5½ ins., 25.6 R.AC. rating, chassis weight 43 cwt., wheelbase 14 ft. 4½ ins., track 5 ft. 3 ins., solid tyres, 100 x 720 front, 110 x 720 rear (twin), fitted with 25-seater one-man operated bus body with door at front.

and sprinkler; a 25 h.p. 2½-ton overtype refuse tipping wagon; and a 25 h.p. 20-seater single-deck bus. The Halley vehicles are the only ones we know of this type equipped with 6-cylinder engines. With regard to the fire engine, it is one of the larger type machines fitted with a 6-cylinder 5-in. diameter by 6½-in.. stroke, capable of developing upwards of 95 h.p.

The drive is taken through a single plate clutch to a 4-speed and reverse gear box, and thence to the worm-driven back axle. The pump drive is taken to the pump by means of a doubly universally jointed propellor shaft from an auxiliary gear box fitted between the clutch and main gear box. Dual ignition is fitted, also an auxiliary geared pump, which feeds either from a tank or hydrant to a first aid hose reel on the top of the body. The pump is capable of delivering through three deliveries over 600 gallons of water per minute at high pressures. The pump and exhauster units are combined and extremely accessible at the rear end. It is composed throughout of gunmetal, and consequently is not liable to damage from pumping unclean water. The exhauster capacity is particularly large, enabling water to be lifted from a depth of 28 ft. in under a foot per second.

The 35 h.p. 6-cylinder gully emptier is fitted to a standard 4-ton chassis, of which the following is a very brief specification:—6-cylinder engine, 3½-in. By 6-in. single-plate clutch, 4-speed and reverse gear box, worm-driven rear axle. The gully or cesspit emptying device is of the Warwick type, com-

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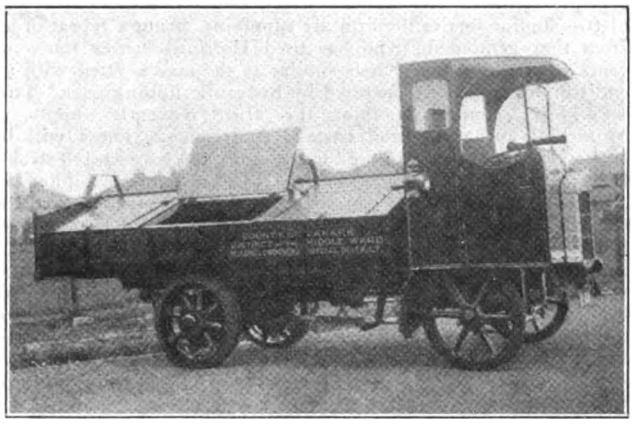
prising a mild steel tank of 750 gallons capacity, in which a vacuum is created by means of a rotary pump bolted to and driven direct from the main chassis gear box. By a special arrangement of piping, pressure can be applied to the tank to facilitate discharge, which can be arranged to take place at some distance from the vehicle. Detritus can be lifted easily from depths down to 26 ft. The complete outfit can be worked very efficiently by one man and the driver.

The 25 h.p. 2½-ton model has a 9 ft. wheelbase, fitted with a 25 h.p. 4-cylinder engine, 4 in. by 5¼ in. driving through a single-plate clutch to a four-speed and reverse gear box and thence to

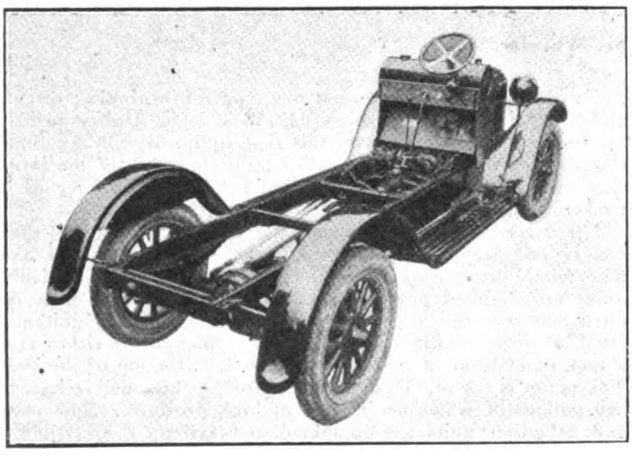


A Halley overtype refuse wagon.

a worm-driven rear axle. The chassis is of the special overtype model where the driver is accommodated alongside the engine. This arrangement enables a much larger body to be fitted than would be possible on a standard machine. This particular vehicle is fitted with a 13-ft. by 7-ft. by 1-ft. 5-in. body, whilst the overall length does not exceed 17 ft. Special sliding covers are fitted to prevent refuse from getting blown about. Arrangements can be made so that only ⅓th of the body need be open for loading at any one time. The cubic capacity of the body is approximately 150 cubic feet. Hand operated tipping gear is fitted but hydraulically-operated gear can be substituted.

Special 25 h.p. overtype 20-seater single-decked bus. This 25 h.p. overtype chassis has an 11 ft. 11 in. wheelbase and is specially designed for passenger-carrying work. The chassis is of the 25 h.p. 4-cylinder type, with 4-speed and reverse gear box, and worm-driven back axle, with special ratio for passenger work. The body has accommodation for 20 passengers and is electrically lit throughout.

Harris & Hasell, Ltd., 141 Victoria Street, Bristol. Stand No. 41.—This firm will exhibit Reo Speed Wagons. There will be three models, one being a



Reo speed wagon chassis.

plain chassis, one a motor coach, and the third a box van. The following is a brief description of the chassis:—

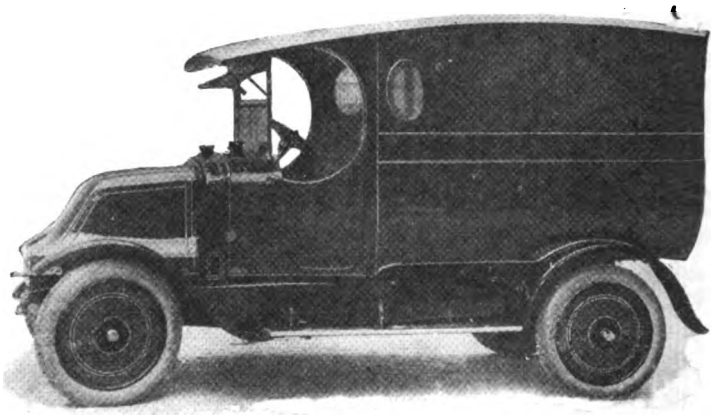
Its capacity is 25-cwt. chassis. Engine, four cylinders, 4⅛ in. (105 mm.) bore, 4½ in. (114 mm.) stroke, 27.2 h.p. R.A.C. rating. Gross load capacity including body 33 cwts., nett load 25 cwts., with body weighing 8 cwts. Multiple disc clutch, 3 speeds and reverse gear box, bevel-driven semi-floating axle. Sub-frame carries radiator, engine, clutch, starter, and gear box. Wheelbase 10 ft. 8 ins., track 4 ft. 8 ins., turning radius 22 ft., dash to end of frame 10 ft. 8 ins., body space behind driver 9 ft. by 5 ft. 6 ins. Tyres, cord pneumatic, 34 in. by 4½ in., chassis weight 23½ cwts. Equipment includes electric self-starter, two head lamps, tail lamp, horn, speedometer, inspection lamp socket, ampere meter, magneto ignition, right-hand steering, front and rear wings, running boards and valances, tyre pump, jack, and tool kit. Price £295.

The motor coach is a 14-seater, mounted on speed wagon chassis, as above, but fitted with 35 in. by 5 in. pneumatic cord tyres, framing of selected ash with hand-beaten steel panelling. Doors each side to the first two rows of seats with centre gangway to remaining seats. Upholstered in real leather, with well-sprung seats and back squabs padded with curled hair. Seat backs upholstered in carpet. Nickel-plated metal-framed windscreen. Khaki twill hood with side curtains and hood cover. Spare tyre carrier. Price at Bristol, with four 35 in. by 5 in. cord tyres, £487; or 34 in. by 4½ in. cord tyres, £475.

The box van is mounted on standard chassis, as above. Body approximately 8 ft. long behind driver, 4 ft. 6 ins. wide by 4 ft. 9 ins. high with domed roof. Double folding doors at rear and sliding partition at front. Driver's compartment upholstered in leather, with tool box under seat, and high side doors. Nickel-plated metal-framed glass windscreen with panels hinged to open. Price £390.

Hazeldine & Norton, 55, Lant Street, Southwark, S.E.1. Stand No. 126.—This firm of body builders will show two samples of their work, one being a 15-cwt. box body, of which the following is a brief description:—

This body is designed for stores and tradesmen generally who require a light, roomy vehicle, well built, and of pleasing design, and which will be a good advertisement. The front is built on torpedo lines, fitted with mahogany railed wind-screen one-



A typical Hazeldine & Norton van body.

quarter adjustable, wind-doors, and driver's seat, well upholstered. The rear of driver's seat is boarded up to provide a totally enclosed body, but is provided with a sliding door to give easy access to interior from front. The loading capacity is 145 cubic feet, the body constructed with best selected oak framing, the sides and rear compassed and specially fitted with ply-metal panels, rustproof, rigid and light, giving a perfectly flat surface with no waves, a new departure in body construction, and very strongly recommended. The roof is covered with best quality roof cloth, fastened with mouldings. Mounted on a 13.9 Renault chassis, complete with wings, running-boards, and dust-shields, thoroughly primed, painted throughout, lined, written, and varnished, it is a very attractive commercial vehicle combining utility and advertisement. The 2½-ton general purpose covered body, as its description implies, is designed for carrying general merchandise and built for strictly utilitarian service. The body and cab are constructed in one, the dash being fitted with a mahogany-railed wind-screen one-quarter adjustable, wind-doors, and driver's seat comfortably upholstered, the body being constructed with oak framing and solidly built, suitably strengthened with ironwork to give rigidity without excessive weight. The roof is covered with best quality roof cloth, strained on and fastened with mouldings, the rear fitted with tailboard and tailsheets. The panelling is arranged to give a smart appearance, the loading capacity being 305 cubic feet. Mounted on a 2½-ton Tilling-Stevens chassis, type T.S. B.4, complete with wings, etc., thoroughly primed, painted throughout, lined, written, and varnished, this body is capable of much hard service, and will give good results.

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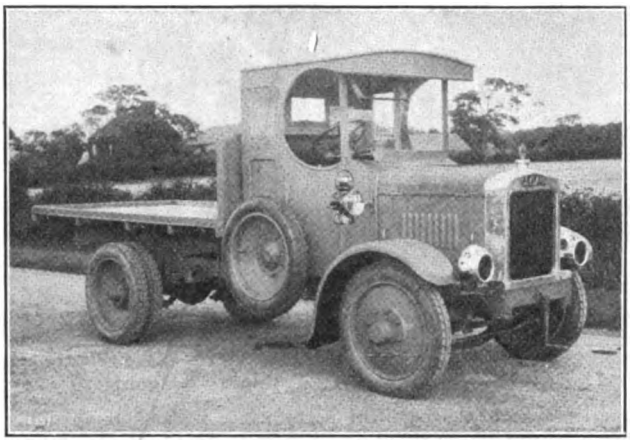
Karrier Motors, Ltd., Karrier Works, Huddersfield. Stand No. 109.—On another page of this issue we have described the Karrier latest development, namely, the 20/25-cwt. chassis, which will be exhibited on this stand. Also there will be the "JH" type with a carrying capacity of 3½ tons, this model has a 34-h.p. engine developed at 1,000 r.p.m., the bore and stroke are 4.33 ins. and 5.5 ins. respectively. It has forced feed lubrication, high tension magneto, ignition, improved float feed type carburettor, pump water circulation, a gilled tube radiator with fan, cone clutch Ferodo lined, a 4-speed gear box with direct drive on top worm and segment steering, a 20-gallon petrol tank on dash, a worm drive, rear axle, two independent brakes acting on road wheels, semi-elliptic springs, disc wheels, solid tyres 120 by 720 rim fitting, twins rear, and a channel section frame. The dimensions are, wheelbase 14 ft. for the passenger type and 13 ft. for the commercial type, wheeltrack 5 ft. 6 ins. Platform space 11 ft. 6 ins. by 6 ft. overall for the 13 ft. model, and 13 ft. 4 ins. for the 14-ft. wheelbase model. Type "CY" with a capacity of 2½ tons or net load of 2 tons. Engine 22.4 h.p. R.A.C. rating. Other details are similar to the above. The standard wheelbase is 12 ft., wheeltrack 4 ft. 8 ins., platform space 9 ft. 6 ins. from back of driver's cab. The road wheels are of the disc type fitted with 90 mm. by 853 mm. solid rubber tyres, rim fitting 720 mm. This chassis is to be fitted with a 20-seater one-man operated bus body. There will also be a modified form of this chassis having a 9-ft. wheelbase with driver's seat over engine. There will be a "K5" type model for loads of 5-6 tons. The lubrication system of this model has been entirely revised. The oil is circulated by centrifugal pump and forced to the main crankshaft bearings by a separate pipe. The big ends are lubricated by troughs. These troughs are supplied with oil at a pressure of about 4 lbs., only fed through jets having an orifice of 5/16-in. diameter. In addition to the filter in the sump, a large circular filter is also fitted just behind the fan, thus assisting greatly in cooling the oil. This filter is four times the area of the old type. The used oil is fed to the inside of the filter body, and the dirt collects on the bottom of the filter, the clear oil being carried away by a pipe fitted to the top cover. The dirt can be wiped away periodically by a piece of rag, but even if the filter is not cleaned for several months this dirt cannot return to the feed pipes. Power is transmitted through a leather face cone clutch to a four-speed gear box through a short stout shaft and flexible couplings and from the gear box to the rear axle through a cardan shaft with enclosed universal joints. The cardan shaft is enclosed in the steel torque tube. The rear axle drive is of the bevel and double reduction type. Steering is worm and sector and the two sets of brakes are of the internal expanding type on rear wheel drums. The road wheels are cast steel with tubular spokes. The tyres are 140 by 881 (rim fitting) twin rear. The platform space is 14 ft. by 7 ft. overall. Also the W.D. subsidy model will be shown which we have already described.

Leyland Motors, Ltd., Leyland, Lancs. Stand No. 99.—Upon the Leyland stand will be staged no fewer than 10 separate models, as follows:—

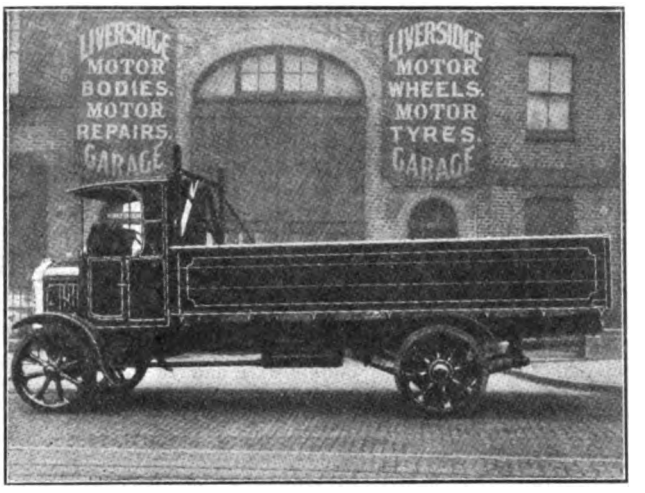
One "Leyland" 40-seater "Crosville" type bus, one 30-cwt. chassis with brewers' dray body, and one 30-cwt. chassis with 20-seater bus body. Two "Trojan" Parcelvans. One "Leyland" 500-gallon fire-engine, one portable pump, one engine as fitted to 30-cwt. chassis, one model of R.A.F. 4-tonner, and one model of "Leyland" chassis fitted with Bromilow & Edwards' tipping-gear. The "Crosville" type bus is a single-decker mounted on a side-type chassis that enables an extremely capacious body to be fitted. In addition to the driver's, two doors are provided, and a transverse partition, forward of which the seats face the front, while a central gangway leads to the rear part, where all the seats face inwards. The brewers' dray is an open body fitted to the new 30-cwt. chassis ("Z4"), which incorporates many features of advanced design, the engine having overhead valves and camshaft, with triple-eccentric drive, and hemispherical cylinder-heads. The result is a machine possessing a high degree of mobility, combined with great fuel economy. A similar chassis is fitted with a 20-seater bus body—a combination that has a widespread and intimate appeal to all bus owners. The "Trojan Parcelvan" is the same price as the car—£157 10s. 0d. Providing a cargo space of 60 cu. ft., and capable of loads of 5 cwts., it introduces into the commercial vehicle's sphere of action the many advantages of the "Trojan" chassis, which, with its solid tyres and compensatory "Wonder-Springs," its economy in running and maintenance is in every way identical with that of the "Trojan" car. The fire-engine is a characteristic example selected from Leyland Motors' range of fire-fighting equipments, which have gained the coveted position of "First Call" in many of our largest towns, and made themselves famous throughout the world for reliability and sheer hard work. The "Rees-Roturbo" pump is fitted to all "Leyland" fire-engines, and shows a high degree of efficiency at all speeds. The "Leyland" portable pump is a light but powerful self-contained pump that has been recently placed on the market. A small "Rees-Roturbo" pump is driven by a V-twin engine, the whole mounted upon a tubular steel frame. Weighing but 2½ cwts., which makes it an easy load for two men, the pump can nevertheless deliver 100 gallons per minute at a pressure of 70 lbs. per square inch. The complete unit can be mounted upon a pneumatic-tyred trailer, which may be



A Leyland 30-cwt. lorry.

towed in safety behind any vehicle at speeds up to 50 miles per hour.

J. Liversidge & Son, Ltd., 561, Old Kent Road, London, S.E.1. Stand No. 103.—One special design delivery van body mounted on 25-cwt. Austin chassis on pneumatic tyres. This is built to the order of J. Mackintosh & Sons, Ltd., and is one of many of a similar type built to the order of the same firm. One covered top van body mounted on 20-cwt. Albion chassis



A Liversidge timber lorry on 4-ton Straker-Squire chassis.

on pneumatic tyres, to the order of Wm. Whiteley, Ltd.; and an assortment of artillery wheels and solid rubber tyres.

Mann's Patent Steam Cart & Wagon, Co., Ltd., Pepper Road, Hunslet, Leeds. Stand No. 43.—The exhibit will consist of the firm's new 6-ton wagon with an end tipping body. We described this wagon and also a trial run we took on it in our May number, page 293. With regard to the run: The distance was 22 miles, including the Leathley Bank, in the Wharfedale Valley, which has a gradient of 1 in 4½. The average running speed worked out at 16½ m.p.h. (the wagon was fully loaded with six tons); the coal consumption was at the rate of 13.39 miles per cwt., and water consumption at 27.5 miles per tank of 150 gallons. The design of the new wagon is similar to the firm's previous models, but many improvements have been introduced with very marked advantage in results in practice. The loco boiler is side fired, and its heating surface has been increased to 71.3 sq. ft. The working pressure of the boiler is 200 lbs. per square inch. The size of the engine has been increased, the stroke now being 7 in. with high and low pressure cylinders, 4 ins. and 7 ins. in diameter respectively. The gearing is somewhat higher, also, this being permitted by the extra power supplied; there is a feed water-heater, consisting of a copper tube jacketed by exhaust steam. The drive is transmitted

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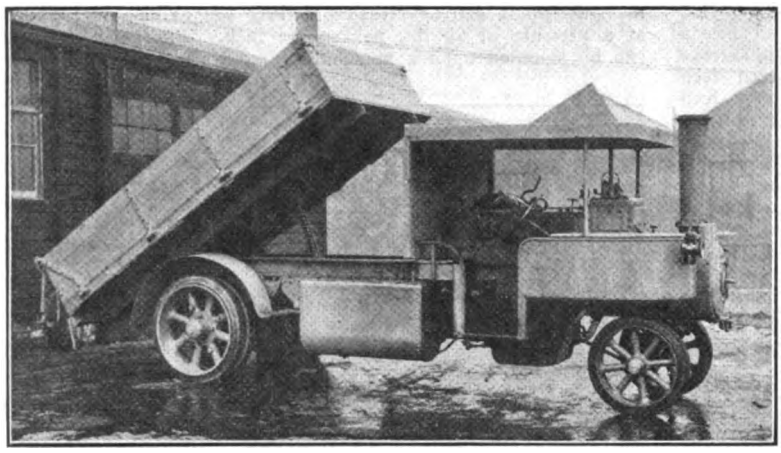
through a 2½ in. pitch roller chain to the back axle. It is a wagon well worth careful inspection, and we can speak from



A Mann tipping wagon.

experience as to the excellent performance it can put up under ordinary working conditions.

Martin & Company, 34 Cecil Road, Acton, London, W.3. Stand No. 55.—The exhibit will consist of a one-ton, two-wheeled trailer, with special integral body and chassis. The body dimensions are 8 ft. long, 4 ft. 6 ins. wide, and 5 ft. 6 ins. high, and trailer is fitted with semi-elliptic springs 4 ft. 3 ins. long, and with Ferodo lined brakes operating on 12-in. diameter by 3-in. wide brake drums. Shod with 32-in. x 4½-in. straight side cord tyres, the trailer is suitable for use with fast running 20-cwt. to 40-cwt. lorries. The special construction of the body frame, for which patent has been applied, enables the usual chassis frame to be dispensed with, and provides an extremely light trailer with a perfectly rigid body. The elimination of the usual chassis frame reduces the weight of the vehicle, and also permits it to be marketed at a highly competitive price.

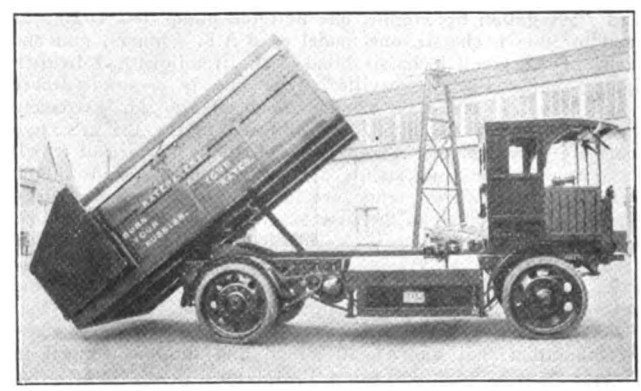
Maudslay Motor Co., Ltd., Parkside, Coventry. Stand No. 100.—Four chassis will be shown, one being the Maudslay 7-ton lorry, nominal h.p. 50, 4-cylinder engine, 4¾ in. bore by 6 in. stroke, load capacity 7 to 8 tons, chassis weight 3 tons 16 cwts., wheelbase 14 ft. 6 ins., track 5 ft. 11 ins., wheel sizes—front 720 mm., rear 850 mm., tyre equipment, Macintosh solid rubber tyres, 160 mm. section, single front, twin rear, platform body with driver's cab.

Secondly, there will be a bus chassis ; thirdly, a 2-ton chassis ; and fourthly, a 30-cwt. chassis.

Minerva Motors, Ltd., Chenies Street, London, W.C.1. Stand No. 89.—Minerva Motors, Ltd., will exhibit one 6-wheeled tractor lorry with automatic coupling of the trailing unit. The tyres are 840 by 130 Ducasble to the front wheels and 940 by 130 twin Ducasbles to the middle axle and 10 in. giant solid rubber tyres to the trailing chassis wheels. The trailer body will be a general service type 19 ft. long by 6 ft. wide, 3 ft. 5 ins. height from the ground to the platform. It has hinged sides. The price of the vehicle is £880, including can, windscreen, and dynamo lighting. There will also be a 2-ton lorry, the price of the chassis being £572, and of the vehicle complete £643, including dynamo lighting, a 10 ft. by 5 ft. 9 in. open body with hinged sides and wheels shod with 935 by 135 Michelin cord tyres. The engine is a 4-cylinder 20 h.p. sleeve valve Minerva, developing 39 b.h.p. at 1,500 r.p.m.

North-Western Motors, Ltd., Norton Street, Liverpool. Stand No. 120.—The 1924 improved model 2-ton traffic truck will be shown. The improvements include a new type frame, radiator running boards and valences, right-hand steering hand brake on right side of driver, radiator buffer, and a new hinged bonnet. The traffic truck is fitted with a Continental red seal engine with forced feed and constant level splash lubrication, Carter automatic gravity petrol feed from a 12-gallon tank on the dash, Russell internal gear final drive, and an I beam drop-forged front axle with Timken roller-bearing wheels. With regard to the frame it is of 6 in. "U" channel section 17 ft. long overall. The wheels are second growth hickory with steel rims. Ignition is by Bosch magneto, the cooling system is Thermo-Syphon, and the clutch is the multiple disc type. Three forward speeds and a reverse are provided.

Ransomes, Sims & Jefferies, Ltd., Orwell Works, Ipswich. Stand No. 38.—The 5-ton electric chassis will be shown in its simplest form. It could be fitted at extra cost with any type of body for commercial use, either fixed or tipping. The battery consists of 40IMV.12 "Ironclad-Exide" cells, capacity 387 A.H. on the 5-hour discharge rate. The controller is of the series parallel drum type, situated under the driver's seat, and the power is distributed to two motors connected by chain drive to the rear road wheels. A type C.11 truck and stillage: This is one of the latest developments in elevating trucks. The capacity of the truck is 2 tons and loads of this weight can be easily dealt with by the elevating mechanism, which is of a very rigid type, specially designed to withstand continuous hard wear. These trucks have been supplied in considerable numbers to many leading manufacturers. The truck is steered on two wheels and is fitted with 20-cell IMV.4 "Ironclad-Exide" batteries, supplying current to two driving motors bolted direct to the swivel axles. The control of the truck is extremely simple and can be learnt by an unskilled labourer in a very short time. Of the many models the firm produces, this is one of the most successful, and it is very suitable for traversing rough ground. The elevating gear is fitted with automatic knock-off gear, so that it is impossible to overrun it in either direction. The 15-cwt. runabout crane: This crane is constructed on an entirely new principle, and travels, turns, hoists and derricks under its own power, the power being derived from an electric battery. The crane is also able to turn on its own centre, and thus possesses all the essential features of the most modern crane. The wheel system is so constructed that the crane can readily adapt itself to uneven ground, and, owing to the special system of construction, the load on any single wheel never exceeds 15 cwt. pressure. This crane has already been supplied to heavy engineering shops and docks, where its unique capabilities have rendered it indispensable. The steam wagon is also to be shown. It is of the overtype, possessing all the advantages of this class in addition to the short wheel base and mobility of the undertype. A most interesting feature is the simple, strong and efficient boiler, which is covered by patent No. 151780. It is built up of four plates, and by dispensing with screwed stays between the inner firebox and outer shell of the boiler, the firm have removed the possibility of leakage resulting from vibration and shocks over rough roads. The boiler has large heating surface, high evaporating capacity, and is of ample strength for the high working pressure. The engine is of the compound type, and can be operated either by the steersman or the driver. The crankshaft is balanced by two discs, in lieu of the usual single flywheel, and a clear view of the road ahead is secured for the steersman. The feed pump, which can be operated when the wagon is standing, delivers the water through an efficient heater. The water thus enters the boiler at a high temperature, which results in economy in fuel. The frame is of pressed steel, tapered at the ends, and the side members are of great depth where the greatest strength is required. The steering arrangement is an improved Ackerman type with centrally pivoted front wheels, allowing for easy steering. Two sets of powerful brakes are fitted, both expanding on to steel rings in the rear wheels. The "Ransome" steam wagon chassis can be fitted with various types of tipping gear, including mechanically operated end



The Orwell electric refuse wagon.

tipping gear, hydraulic end tipping gear, or combined hydraulic end and either side 3-way tipping gear. The show wagon is to be fitted with the hydraulic 3-way (end and either side) tipping gear.

Renault, Ltd., Seagrave Road, West Brompton, S.W.6. Stand No. 93.—There are to be twelve separate exhibits on this stand :—(1) A 13.9 h.p., type I.M., nominal h.p. 10, 4-cylinder, bore and stroke 75 by 120, capacity 10 cwts., chassis weight 15 cwts., wheelbase 9 ft. 2½ ins., track 4 ft. 9 ins., fitted with fire-engine equipment ; (2) 13.9 h.p., type H.K.1 : This is a similar chassis to the above, but has a load capacity of 15 cwts., the wheelbase is 9 ft. 11 ins.; it will be fitted with Michelin disc wheels and

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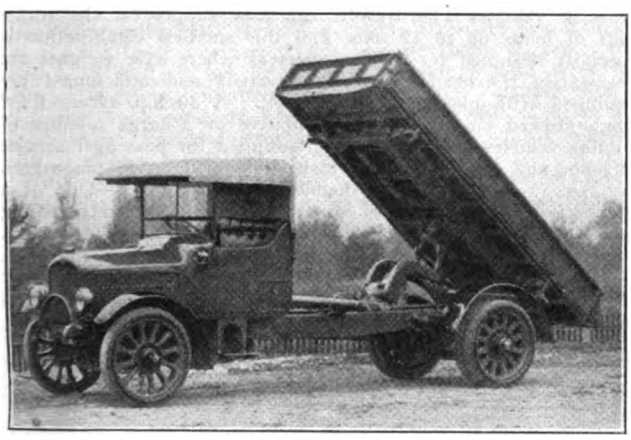
pneumatic tyres 820 by 120 ; (3) A similar chassis fitted with a van body ; and (4) A similar chassis fitted with a box van body ; (5) This will be an 8.3 h.p. chassis, type K.J.1, fitted with box van body to carry 5 cwts.; and (6) will be similar, but with a tradesman's van body ; (7) A 35-cwt. 17.9, type J.X.1, to be fitted with a 14-seater char-a-banc body ; (8) A similar chassis which will be fitted with a 20-seater char-a-banc body ; this particular chassis is somewhat stronger and has a load capacity of 2 tons ; (9) A 3-ton 24.8 h.p., type L.1 chassis ; this has a 4-cylinder engine with bore and stroke 100 by 160 ; the chassis weight is 2 tons 11 cwts., and it will be fitted with disc wheels and pneumatic tyres 955 by 155 all round ; the engine is placed beneath the driving seat ; (10) A polished 24.8 h.p., type L.D.; the load capacity of this model is 3½ tons and the chassis weight is 2 tons 8 cwts.; this also will be fitted with disc wheels and pneumatic tyres 955 by 155 all round, single front, twin rear ; (11) A similarly powered chassis, but with a load capacity of 5 tons and a chassis weight of 3 tons ; upon this there will be mounted a tipping body ; the wheels are shod with solid tyres 950 by 140 single in front, and 1,030 by 160 twin at rear; (12) This exhibit is to be a 10-ton tractor and trailer ; the power unit is 24.8 h.p., as in the above-described chassis ; the weight with tractor and trailer is 5 tons 12 cwts.; the overall length of tractor and trailer is 31 ft. 5 ins.

Wm. & Thos. Robson, Ltd., 60, Farringdon Road, E.C.1. Stand No. 81.—One of the exhibits will consist of a 20-25-cwt. box body with mahogany panels, char-a-banc type windscreen, "C" front, built with wheel arches, double doors at back, and spare wheel box under body, turn under on both back and sides. The publicity work on the vehicle is a true replica of the original packet of Special Nosegay in colours. The dimensions of body are 8 ft. long behind driver inside on floor, 4 ft. 8 ins. wide inside on floor, 5 ft. 3 ins. high from the top of floorboards to under roof rib in centre. Another exhibit is to be a tilt van body with tailboard and canvas curtains at back, full glass windscreen, wind-doors, and mounted on a 30-cwt. chassis.

The Rover Co., Ltd., Meteor Works, Coventry. Stand No. 82.—This well known firm's exhibit will consist of an 8 h.p. Rover light van which we have described elsewhere in this issue.

The Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, Albany Street, N.W.1 Stand No. 20.—On exhibition



The Saurer hydraulic tipper.

there will be a polished chassis, exhibiting the special features of Saurer design, such as the patent engine brake, patent lubrication system by means of two pumps, direct single reduction bevel drive with totally enclosed universal joints, and dished rear wheels. This chassis will be fitted with pneumatic tyres, single front, twin rear. Also a 40 h.p. 4 cylinder 110 x 180 mm. chassis, carrying capacity 5/5½ tons. Weight of chassis 3 ton 7 cwt., wheelbase 14ft. 9in., track 5ft. 3in., tyres 850 x 160 mm. solids, single front, twin rear. Fitted with Saurer patent three-way tipping body. This vehicle will be shown in operation by means of an electric motor. Also a 32 h.p. 100 x 170 mm. chassis, carrying capacity 3/3½ tons. Weight of chassis 2 tons 14 cwt., wheelbase 13ft. 7in., tyres 700 x 120 solids, single front, twin rear, with Saurer special sanitary dust cart body. This vehicle will also be operated by electric motor. Finally a 40 h.p. 4 cylinder 5/5½ ton chassis as above, as submitted for test by the R.A.C., and to which certificate No. 551 has been granted, this certificate showing the recent performance made by a Saurer when its full efficiency was certified as 50 per cent. above the best previous record. This vehicle will be fitted with a special body to customer's order. There will also be shown on the Stand an example of Saurer back axle.

Scammell Lorries, Ltd., Fashion Street, E.1. Stand No. 36.—This firm will be showing three complete six-wheelers, all of which are repeat orders. They will be as follows:—

A 2,000 gallon petrol tank wagon for Shell-Mex, Ltd., part of an order for 14, placed consequent on the successful operation of a similar machine which has been in use several months and forming the latest addition to the "Shell Fleet" of Scammells which already number 22. (2.) A 12-ton side and end tipping wagon with 12 cubic yard capacity body—a repeat order for Southern Roadways, Ltd., of Poole, Dorset, who have had two of these tippers in operation for a considerable time; and (3) A 12-ton drop frame general purpose machine for Thomas Allen, Ltd., of Wapping High Street, E.1.—the latest addition to a fleet which already numbers 8.

The "Scammell" is the pioneer English six-wheeler, and is one of the few machines specially designed throughout for carrying 12-ton loads and not in any way an adaptation of an existing 4-wheeled lorry chassis. Features which have always been associated with Scammell practice and which Users are finding by experience to be thoroughly justified are the double springing of the rear axle on the motive unit and the employment of heavy roller chains for the final drive, this form of transmission being much more robust than any live axle. Attention may be drawn to the very simple method of working the carrier brake on the Scammell six-wheelers, a bell crank attached to the motive unit turnable and worked by the brake

The Scammell 2,000 gallon tank wagon. One of a dozen for Shells.

lever thrusting upwards a pin which passes through the axis of the turntable centre trunnion and bears directly on a similar bell crank mounted on the carrier. This system entirely eliminates all cables passing round pulleys, etc., and gives a robust operating mechanism which does not in any way interfere with the detachment of the Carrier from the Motive Unit. The 12-ton drop frame general purpose machine represents an advance in commercial vehicle body work. It can, in a few minutes, be converted from a flat platform body with chock rail into a body with hinged and removable sides 2ft. 0in. high secured to steel stanchions 4ft. 0in. high, which serve to steady any portion of the load that comes above the top of the sides.

The "Sentinel" Waggon Works, (1920), Ltd., Shrewsbury. Stand No. 119.—The following models will be shown

A Sentinel repeat order.

on this stand:—One 6 ton chassis fitted with millers' tilt van body. One 6 ton chassis, without body. One chassis fitted with three-way tipping body. One 6 wheeler fitted with high-sided body. One tractor. All of these vehicles are fitted with the "Super-Sentinel" patent engine which embodies, amongst other novel features, a differential incorporated not only in the crankcase but in the crankshaft. This design which was brought out early this year in connection with the new "Super-Sentinel" vehicle, has already created interest in transport

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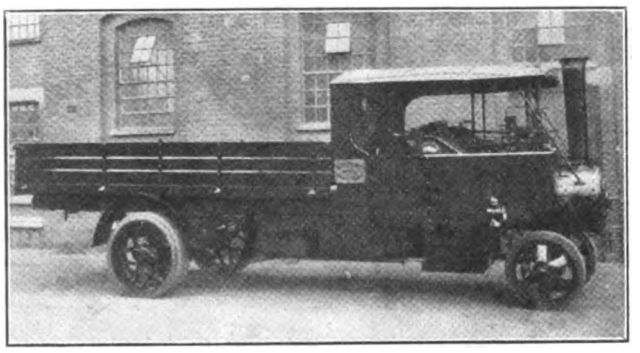
circles, and we have already published a full description of it. Briefly, it consists of a number of shafts, and spur wheels disposed in and around the crank pins and webs in such a manner to give true differential action. This valuable feature abolishes 90 per cent .of the tendency to skid, so common to all power driven vehicles. A full size working model of the differential will be on view at the Stand, and visitors should make a point of seeing this model and having its mechanism demonstrated to them. The water-tube boiler on the "Super-Sentinel" is so constructed that no stays or stay tubes are necessary. The firebox has three banks of spirally arranged straight tubes and these are inclined at a very steep angle, which ensures extremely rapid circulation and effectually prevents the tubes becoming clogged with deposit. The firebox is easily removable for inspection or retubing, without disturbing either the boiler or any of its connections. All models on view are shown for the first time at The Commercial Motor Exhibition, and will, no doubt, create the greatest interest.

The Star Engineering Co., Ltd., Frederick Street, Wolverhampton. Stand No. 98. Four Star models will be shown, each fitted with a 20 h.p. engine with four cylinders, 90 mm. bore by 120 mm. stroke. One model will be shown as a chassis only. The wheelbase of this one is 10ft. with a 4ft. 8in. track, disc wheels with tyres 34ins. by 5ins. singles all round. The load capacity is 20-25 cwt. and the price is £350. A second vehicle with an 11ft. 6ins. wheelbase and 5ft. track, disc wheels with solid rubber tyres 80 mm. by 720 mm. diameter rims, single front, twin rear, with a capacity of 30-40 cwt. This is to be shown as a chassis only, and its price is £475. A similar chassis will be fitted with a tipping body and the price is £550. A 50-60 cwt. chassis will also be shown with a 12ft. 6ins. wheelbase and 5ft. track, steel spoked wheels with solid rubber tyres 100 mm. section, 720 rim, single front, twin rear, price £575.

Stevens Petrol-Electric Vehicles, Ltd., 68 Victoria Street, S.W.1. Stand No. 12.—Two models will be exhibited, viz:—a 3-4 ton and a 2-2½ ton, both petrol electrics. The engine of the 3-4 ton model develops 40-50 h.p. It has four cylinders. 115 mm. bore by 150 mm. stroke. Treasury rating 32·8 h.p. Centrifugal pump water circulation, forced lubrication, Claudel Hobson carburetter, infinitely variable speed with Stevens patent electrical transmission. The wheelbase is 14ft. and the track 5ft. 6ins. The front tyres are 880 by 120 by 120 single, and the rear tyres 1050 by 120 twin. The chassis will have a lorry type body with driver's cab. The 2-2½ ton model is of similar design, the wheelbase is 13ft. and the track 5ft. 2ins., the front tyres are 860 by 100 single and the rear tyres 900 by 100 twin.

Strode Engineering Works, Herne, Kent. Stand No. 78. —This firm will show an 11.9 h.p. chassis fitted with a delivery van body.

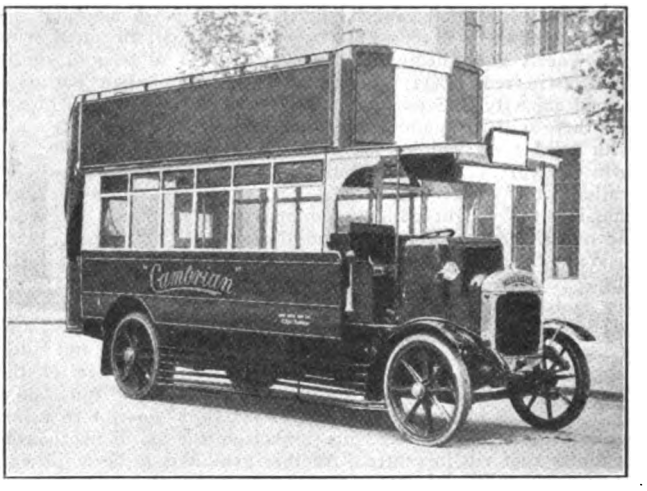
W. Tasker & Sons, Ltd., Waterloo Iron Works, Andover, Hants. Stand No. 129. The exhibit will consist of a steam tractor, type B2, "Little Giant," Hoare's patent chain drive, wide spring base, three speeds, cut gear, awning over tender, hauling drum and rope, rubber tyres to wheels. A steam wagon, 5-ton, compound cylinders, spring mounted, differential gear, two speeds, cab over driver, separate exhaust to each cylinder, fitted with end-tipping body, rubber tyres to wheels.



The Tasker Steam Wagon.

A steam wagon, 6-tons, compound cylinders, spring mounted, differential gear, three speeds, Ackerman steerage, cab over driver, separate exhaust to each cylinder, body 14ft. long, and a tandem roller, weight 6 tons, for asphalt rolling, etc., loco type boiler, chain drive, equal weight on each roll.

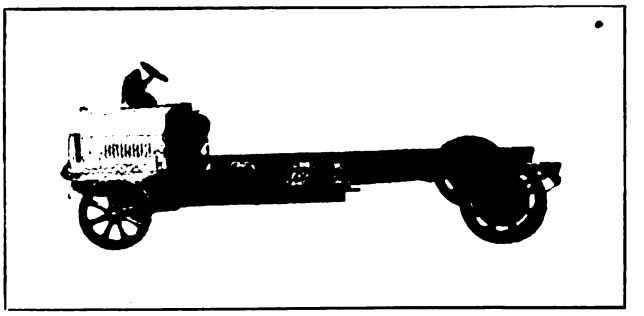
John I. Thornycroft and Co., Ltd., Thornycroft House, Smith Square, S.W.1. Stand No. 97.—One of the most interesting exhibits at the Commercial Motor Transport Exhibition will be the representative display of Thornycroft motor vehicles on Stand No. 97, near the centre of the Main Hall. (1). A 50 h.p. type "W" 6-ton Brewers' Lorry. This is the largest and latest model to be added to the range of Thornycroft vehicles. The chassis is of the forward-control type, with the driver's seat and controls brought forward alongside the engine, thus leaving extra load accommodation at the rear. It is fitted with the new 50 h.p. engine which will be on view at Olympia for the first time. This vehicle is equipped with a hinged sided body, fitted with easily removable extended sides, and has been built to the repeat order of Isherwood Foster and Stacey, Ltd., at Maidstone. (2). A 40 h.p. type "Q" tank wagon, equipped with a "D" type 1,200 gallon tank constructed by the Steel Barrel Co., of Uxbridge, for the transport of petroleum spirit in bulk and is one of a number of similar vehicles, the



A Thornycroft Bus.

chassis of which Thornycroft's recently delivered to the repeat order of the Anglo-American Oil Co., Ltd. (3). A 30 h.p. type "BT" chassis with 2-wheeled lorry attachment, for a total load of 4 tons. This is one of three different models of 6-wheeled vehicles Thornycrofts can now supply for the transport of loads up to 12 tons, and this smallest combination is specially designed for service overseas where axle weights are necessarily restricted. Both the chassis and attachment are equipped with pneumatic tyres. (4). A 30 h.p. type "BT" single decked omnibus is representative of a large number of similar vehicles which have been supplied for passenger service at home and abroad. The vehicle accommodates 25 passengers. (5). A 50 h.p. type "J" double decked omnibus.—One of a number of similar vehicles built for The Cambrian Coaching and Transport Co., Ltd., for London service. (6). A 30 h.p. "Patrician" motor coach, of registered design. The chassis is specially designed for motor coach service with extra long rear springs amongst other improvements, and is equipped with pneumatic tyres.

Tilling-Stevens Motors, Ltd., Maidstone. Stand No. 96.—The exhibits will be as follows: (1). A petrol-electric double



A Tilling-Stevens petrol electric chassis.

deck London type omnibus mounted on type T.S.7. Forward steering chassis. Body manufactured by Thomas Tilling, Ltd., London. (2). A type "T.S.6., chassis fitted with forward steering, and (3). Bantam fire pump 100-150 G.P.M. The feature of the petrol electric vehicle is that it has no clutch or gear box. The primary motive power of the petrol-electric is a 4-cylinder internal combustion engine of the orthodox type. This is directly coupled to an electric generator which transmits its power through insulated cables to an electric motor directly connected to the rear road wheels through a carden shaft and differential gear. There being no positive mechanical connection between the engine and back axle, there is much less

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strain placed on the working parts and the smooth starting, stopping and running obtained reduce the general maintenance costs of the vehicle and the wear and tear on the tyres to an absolute minimum. When the vehicle is not in use for transport work, the power from the dynamo can be utilised for lighting or to operate any machinery which can be driven by an electric motor. The dynamo may also be used to supply current for Electric Light Welding, a use of which a great deal is made in this country. (Our vehicles are used exclusively by all the leading Arc Welding Companies).

Unic Motors, Ltd., Brewer Street, Buckingham Palace Road, S.W.1. Stand No. 115.—A full range of Unic vehicles will be shown as follows :—A 12/16 H.P. Standard cab, a 1 ton commercial chassis, a 14 seater char-a-banc, and a 13/24 H.P. 30 cwt. chassis.

Vandys, Ltd., 27a, Pembridge Villas, Notting Hill Gate, London, W.11. Stand No. 95.—Four SPA models will be shown, as follows :—A 25-30 h.p. 4-cylinder type 25 CA chassis : engine 100 mm. bore by 140 mm. stroke, 50-cwt. capacity, chassis weight 32 cwts., wheelbase 12 ft. 7 ins., track 5 ft., 895 mm. by 135 mm. cord tyres, pneumatics, twin at rear, dynamo lighting and starting. Price £550. A 25-30 h.p. 4-cylinder char-a-banc chassis type 25 CA : Details as above, mounted with de luxe 18/20-seater saloon body. Price £1,050. A 20 h.p. 4-cylinder char-a-banc type 25 CB : Engine 85 mm. bore by 120 mm. stroke, 40-cwt. capacity, chassis weight 28 cwts., wheelbase 11 ft. 5 ins., track 5 ft., 895 mm. by 135 mm. cord tyres, pneumatics, twin at rear, dynamo lighting and starting. Fitted with 18/20-seater body. Chassis £515. Complete £825. A 20 h.p. 4-cylinder SPA type 25 CB chassis fitted with 20-seater bus body by Hickman. Price £845.

Walker Vehicles, Ltd., Caxton House, Westminster, S.W.1. Stand No. 19.—The Walker Electric is described on another page of this issue. The firm will be showing model 42 which is a standard 2-tonner with balanced drive. No body will be fitted to the chassis in order that its construction may be easily inspected. To demonstrate clearly the action of the drive a separate back axle will be exhibited, operated very slowly so that the movement of the idler gears may be observed through the glass outer discs with which the vehicles are to be specially fitted.

The Willowbrook Motor Co., Willowbrook Works, 282, Belgrave Gate, Leicester. Stand No. 121.—The exhibit will consist of a sample of the firm's 20-seater 'bus body, which will be mounted on a 30 cwt. Guy chassis. It will be fitted with special folding door at front, so that one man can drive the vehicle and collect the fares. A luggage carrier is fitted on the roof together with ascending ladder. Seats are fully sprung with back squabs to match, and the price, although not yet fixed, will be a competitive one.

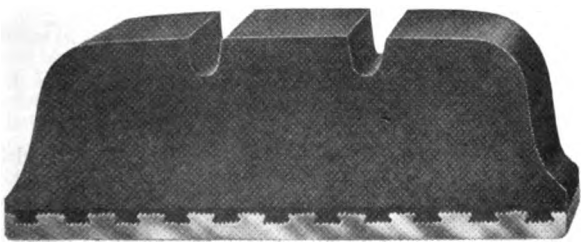
Tyre Section.

The Avon India Rubber Co., Ltd., 343-5 Euston Road, N.W.1. Stand No. 284.—Outstanding features of the Avon exhibit will be the variety and completeness of the range of solid tyres shewn. There are to be Avon solid band tyres of standard design and dimensions for every class of petrol, electric and steam vehicles. All these may be had in the type of rubber usually employed for heavy commercial work or in a special "super-resilient" quality for passenger services and for the conveyance of fragile goods. The "giant singles" are circumferentially grooved and look an exceptionally attractive proposition for char-a-banc equipment. There is a special 32 x 4 Avon super-resilient solid for Ford ton trucks which the makers supply complete on wheels where required. Avon fire engine tyres are to form an interesting feature of the exhibit. An alternative cross-ribbed type is made for use in provincial town and country districts. Avon fire engine tyres are standardised by a very large number of fire brigades both at home and abroad as well as by the L.C.C. Miniature solid tyres for electrically-driven industrial trucks constitute another useful range of Avon products, and a variety of useful sundries are to be shewn including radiator connections, channel glazing strip, auxiliary spring buffers, and rubber mats.

W. & A. Bates, Ltd., 101/105 Goswell Road, London, E.C.1. Stand No. 277.—The exhibit will consist of the firm's ordinary solid rubber band tyres and also some of the super cushion type, wheels and a display of photographs of the fleets of some of the firm's important customers.

Bergougnan Tyre Company, Bergougnan House, Store Street, Tottenham Court Road, London, W.C.1. Stand No. 276.—The Bergougnan Tyre Company are exhibiting their well-known range of solid tyres. These tyres have a world-wide reputation, and are manufactured in three distinctive patterns, Standard, Deep Resilient and Dissymmetrical. The last named is the ideal equipment for the rear wheels of heavy vehicles. All three patterns are fully guaranteed. In sizes they range from equipment for the largest vehicle to the smallest truck or trolley.

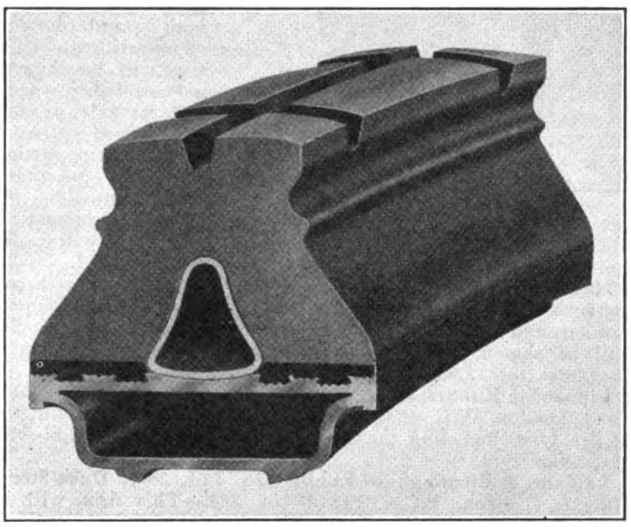
J. W. & T. Connolly, Ltd., 57 to 67 Wharfdale Road, King's Cross, London, N.1. Stand No. 269. — The exhibits comprise Connolly band tyres for motor vehicles, all weights up to 12 tons. The firm are making a special feature of a



A Connolly Band Tyre.

10-in. band tyre and also tyres 90 and 95 mm. deep, wooden artillery wheels, and also steel disc wheels for Ford and other one-ton trucks, aluminium and rubber step tread and mats.

Dunlop Rubber Co., Ltd., Broad Street Chambers, Easy Row, Birmingham. Stand No. 279.—At the Dunlop stand will be exhibited all types of Dunlop solid tyres (including super-cushion), segmental tractor tyres, and industrial trolley tyres. Aerocore tyres will also be shown as well as giant pneumatics in both straight side and beaded edge types. There will be, further, a display of Dunlop wheel equipment. The Dunlop Company manufactures solid tyres in sizes and types suitable for



Section of New Dunlop Aerocore Tyre.

every equipment. Two distinct qualities are available to the user : standard quality solid rubber tyres, and super-cushion (highly resilient) solid rubber tyres. The former is well known for its toughness and durability and is probably the most widely used solid tyre in the country. The super-cushion quality is a solid tyre of a specially resilient and softer type—designed to meet the requirements of those services where provision must be made for a greater degree of cushioning capacity than is provided by the ordinary solid tyre, and where the use of pneumatics or semi-pneumatics is not regarded as practicable. It is claimed for Dunlop super-cushion tyres that they have a capacity for shock absorption approximately one-third greater than that of ordinary solids. The Dunlop "giant single" solid tyre is an important development and is designed to replace twin tyres on rear wheels. Its main advantages lie in the more correct distribution of the load and the bigger road contact area which is provided. The giant single of course eliminates one of the chief destructive features in the case of twins, *viz.*, "trapped" stones. The trapping of stones is impossible with the giant single tyre, which, in addition, is less liable to damage by the cutting action of stones, owing to it having only two side faces instead of four, as in the case of twin tyres. The segmental tractor tyre, as its name implies, is supplied in segments, three or four in number, according to size. Industrial trolley tyres are designed for electric trucks, now so widely used as a labour-saving device in the movement of merchandise in railway stations, factories and warehouses. The Dunlop Aerocore tyre has for its main features permanent cushioning capacity, durability and unique simplicity of attachment. Wheel equipment will also be an important section of the exhibits.

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The B. F. Goodrich Company, Ltd., 117-123 Golden Lane, London, E.C.1. Stand No. 223.—Solid rubber, semi-pneumatic tyres. Heavy duty giant pneumatic cord, industrial truck, and taxicord tyres, steel disc wheels, artillery wheels, wire wheels. Rubber accessories appertaining to the motor industry.

Harboro' Rubber Co., Day and Night Rubber Mills, Market Harborough. Stand No. 273.—The exhibits will be as follows:—Two "Dennis" rear wheels fitted with "Harboro" 10-in. giant solid tyres for char-a-bancs. One "F.S." petrol-electric rear wheel fitted with "Harboro" special resilient deep section solid tyres for omnibuses, and a full range of "Harboro" solid tyres.

Henley's Tyre & Rubber Co., Ltd., 20/22 Christopher Street, Finsbury Square, E.C.2. Stand No. 272.—Of particular interest in this exhibit will be the new "Henley" air cushion tyre, which represents an advance in tyre construction. Appealing to owners of commercial vehicles, especially owners of passenger carrying vehicles and vehicles transporting fragile loads. This tyre combines many of the advantages of both the pneumatic and solid and can be fitted to nearly all sizes of standard solid tyred wheels without any alteration to wheels. In addition to this, "Henley" solid and giant single tyres of both standard and super-resilient qualities will be shewn; also steel disc wheels for rear axles of one-ton Ford trucks. A 135 m/m. section Zig-Zag pneumatic tyre suitable for light commercial vehicles will also be displayed.

The Henley giant band tyre.

Hutchinson, 119-125 Whitfield Street, Tottenham Court Road, London, W.1. Stand No. 278.—Every class of solid, super-cushion and pneumatic tyres as used on commerical vehicles will be shown, also solid and super-cushion tyres having a guarantee for 12,000 miles or for a period of 15 months.

Industrial Rubber Products, Ltd., 191-192 Tottenham Court Road, London, W.1. Stand No. 221.—This firm will exhibit the Miller tyres including the "Trublpruf," which is a semi-solid or cushion tyre.

Leyland & Birmingham Rubber Co., Ltd., 24-30 Duke Street, Aldgate, London, E.C.3. Stand No. 283.—This firm will be showing Palatine solid tyres, Tholite brake lining, radiator hose, motor horn bulbs, braided and moulded long length hose, waterproof covers for commercial vehicles, rubber flooring, Ford step maps and other motor accessories.

Chas. Macintosh & Co., Ltd., 120 Wilton Road, Victoria, London, S.W.1. Stand No. 280.—There will be the usual exhibit of solid rubber band tyres for all types of commercial vehicles and the now very popular N.A.P. (Natural Air Pressure) tyres for commercial vehicles, and Titan cord tyres of 6-in. section and upwards. An exhibit of special interest will be the tractor tyre, an endless rubber tyre, specially constructed to stand the severe strain and excessive weight which tyres of this description are called upon to bear. The tractor tyre was introduced by Chas. Macintosh & Co., Ltd., to take the place of steel wheels on heavy haulage vehicles, and the fact that the tyre is daily growing in favour is sufficient proof of its efficiency. The advantages of rubber tyres over steel wheels are numerous, one of the most important being the fact that haulage vehicles shod with rubber tyres can undertake work which cannot be done by vehicles running on steel wheels. This is due to the fact that rubber tyres have better road-gripping powers, and the possibility of skidding is practically eliminated.

Michelin Tyre Co., Ltd., 81 Fulham Road, London, S.W.3. Stand No. 288.—Michelin large-sized "Cable" tyres and disc wheels of corresponding dimensions suitable for equipping all types of heavy passenger and goods vehicle are being shewn. For fitting on this type of wheel are Michelin puncture alarms, which give warning as soon as the pressure in a tyre falls below 35 lbs., a valuable precaution for the driver when twin pneumatics are fitted on the rear axle. The Michelin tyre detaching tool shews how the largest and most obstinate cover can be removed from the rim practically with effort. The list of accessories is completed by tyre levers, pressure tester, jack, and air cylinder. Dummy hubs for the purpose of converting current types of heavy vehicles to the Michelin pneumatic equipment will also be exhibited. Demonstrations of tyre fitting and detaching will be given shewing how easily even the largest section of beaded-edge tyres can be manipulated with Michelin levers.

North British Rubber Co., Ltd., 204 Tottenham Court Road, London, W.1. Stand No. 275.—The exhibit will include the Clincher band tyre in various sizes, a special feature being the giant solid. In addition to this a large range of accessories of which a most prominent item is to be the "Climax" shock absorber for commercial vehicles.

Shrewsbury S. T. & Challiner Tyre Co., Ltd., 120 Wilton Road, Victoria, London, S.W.1. Stand No. 282.—There will be S. & C. solid rubber band tyres for all types of commercial vehicles. The firm's patent fire engine tyres, a range of patent steel disc wheels for all types of commercial vehicles and wood artillery wheels.

Geo. Spencer Moulton & Co., Ltd., 3 Central Buildings, Westminster, London, S.W.1 Stand No. 271.—Are exhibiting both solid band tyres and trolley tyres. It is claimed for the former that their greater depth gives more resilience and therefore reduces running costs. More rubber, especially when it is of good quality, undoubtedly saves springs and cushions the load, and these tyres should therefore be of particular interest to all owners of lorries, char-a-bancs and other solid tyred commercial vehicles. The firm's trolley tyres give excellent continuous service in dock, wharf and goods yard use. The firm are also exhibiting their super-resilient tyre specially constructed for passenger-carrying vehicles.

St. Helens Cable & Rubber Co., Ltd., Slough. Stand No. 285.—St. Helens' patent super-resilient tyres will be the interesting feature of the exhibit. They consist essentially of a solid tyre of tough rubber which has inserted in its base a pad of extremely resilient rubber. This tyre, we understand, wears well and provides smooth riding. In pneumatic tyres the Everlastic tube has given good results. It is a tube which is very much thicker than the ordinary inner tube and which has a specially-thickened tread portion. The claims for it are that in addition to resisting punctures, it is easy to fit, cannot be nipped by tyre levers, will not blow out as a thin tube will, supports the cover and increases its life and holds the road.

Wood-Milne Tyres and Manufacturing Co., Ltd., 64 Victoria Street, London, S.W.1. Stand No. 286.—The various types of the well-known Wood-Milne solid tyres for commercial vehicles and industrial trolleys in standard and super-cushion qualities will be shown. The firm's expert representatives will be found on the stand and all their friends are invited to visit them.

Accessory and Component Section.

Adanac, Ltd., 7a Bury Street, Fulham Road, S.W.3. Stand No. 218.—Adanac, which will be exhibited, is a spongy substance, in solidified condition, which may be used in existing outer covers, rendering them puncture proof. With this filling inner tubes are not needed.

Allen-Liversidge, Ltd., 106 Victoria Street, S.W.1. Stand No. 210.—The A.-L. dissolved acetylene lighting system will be exhibited together with lamps and fittings for commercial vehicles for which their cast aluminium are suitable. The body of the lamp is cast in one piece with the hinge at the top and adjustable screw fastening at the bottom. Dissolved acetylene containers will be shown. These cylinders are now supplied by the firm at a rental of £2 2s. per annum per vehicle, the user paying for the gas in addition. The firm will also be exhibiting their cone valve generators which give the driver most complete control over the gas generation. Other exhibits will include the Rolph traffic warner, and the A.-L. anti-dazzle headlight.

Anglo-American Oil Co., Ltd., 36 Queen Annes Gate. Stand No. 207.—Among many interesting exhibits by this firm will be Pratt's No. 1 spirit and its guarantee; Pratt's benzol mixture, scientifically blended; and Pratt's 111 spirit for commercial vehicles. There are also to be the British made "Victory" type petrol pump; the 1-gallon and 5-gallon types of Anglo's Golden Pump, the "Angloco Depth O' Meter," which enables the owner of the bulk storage installation to see at a glance the quantity of spirit in the underground tank, and the "Angloco" visible discharge indicator which clearly shows the

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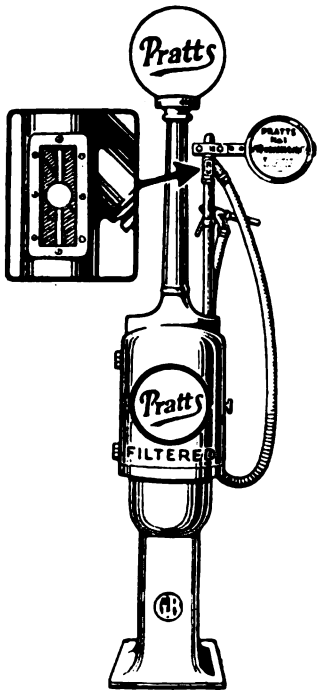
passage of petrol from pump to car and affords visible proof of the spirit being correctly delivered.



The Anglo-American kerbside pump.

The Anti-Attrition Metal Co., Ltd., 1 Victoria Street, Westminster, S.W.1. Stand No. 246.—Patent Anti-Attrition bronze and white bronze specialities, consisting of bearings and bushes of all kinds also chill cast solid and cored sticks, bushes and bearings die-cast and patent Anti-Attrition "motor" white bronze.

Automotive Products Co., 3 Berner's Street, W.1. Stand No. 231.—The exhibit will consist of Continental (Red Seal) engines, Timken worm and bevel driven axles, Mather chrome vanadium road springs, Borg and Beck clutches, Detlaff clutches, Detroit 4-speed gear box, Lavine steering gears, Philbrin coil ignition, Autoduct link "V" belting, Atwood adjustable door bumpers, Cleveland Graphite Oilless bronze bushings and Oakes fans.

Barclay, Monro, Williams & Co., 13 Earle Street, Westminster, S.W.1. Stand No. 131.—Various literature will be shown and service given to exhibitors, manufacturers and agents with regard to hire purchase enquiries. This firm deals only with the motor trade.

Beckett, Laycock and Watkinson, Ltd., Acton Lane, London, N.W.10. Stand No. 268. The fittings to be shown are mainly for all classes of windows of the sliding type. There will be an example on a skeleton framework of three windows which are raised and lowered by means of the Beclawat Window Winders, the windows being run in silent window channels. The firm's specialities will be shown in various forms.

Beldam Asbestos Co., Ltd., Lascar House, Staines Road, Hounslow, Middlesex. Stand No. 188.—The exhibits will consist of a variety of asbestos packings and jointings and the patent "Auto-Kean" strainer for petrol and other oils.

Bowden Brake Co., Ltd., Tyseley, Birmingham. Stand No. 201. Bowden spring seats for buses and passenger vehicles generally, constructed on a system of highly tempered spring steel slats, giving an excellently buoyant seat. The seats are sent out covered with felt and canvas ready for final covering or can be supplied covered in any material.

Bowman Radiators, Ltd., 56 Pritchett Street, Aston Road, Birmingham. Stand No. 2.—Various types of radiators including the special sectional radiator.

S. F. Bowser & Co., Inc., Windsor House, Victoria Street, S.W.1. Stand No. 200.—The well-known Bowser petrol pump for bulk storage will be shown. A special feature of this pump is its accurate measurement and the sight discharge so that the purchaser can himself check the quantity being supplied to him. The Bowser piston type measuring pump will also be shown and the firm's lubricating oil storage systems in various forms, also the Bowser portable wheel tank for petrol designed to be used in connection with the Bowser approved long distance petrol storage system. The tank has a capacity of forty-five gallons.

Bramco (1920), Ltd., St. Nicholas Street, Coventry. Stand No. 256.—The following specialities will be exhibited: Warford 6-speed auxiliary transmission, "Servis" recorders, Gold Medal nailless box strapping machines, Sealite wire machines, Marsh and Bradley stencil cutting machines, Bramcalite aluminium alloys and alloy pistons, compression puncture proof air tubes for pneumatic tyres, No-Jar shock-proof clocks, Pioneer rear view mirrors, Mays Cotter pin pullers, piston ring compressers and extractors, Blooming oil cups, Vimco automatic wrenches, Bramcomend tyre patching, and Sylika sharpening and rubbing down stones.

British Bock Bearings, Ltd., 120 Cornwall Street, Glasgow. Stand No. 265. The exhibit of this firm is to be confined to one speciality, namely their Adjustable Taper Roller Bearings. It is stated that at least a year is the time it may be expected to run on British Bock Bearings without adjustment or attention of any kind which may mean from 15,000 to 25,000 miles. Then adjust, if necessary, and they will carry on indefinitely.

British Lighting and Ignition Co., Ltd., Blic Works, Cheston Road, Aston, Birmingham. Stand No. 250.—This exhibit will comprise B.L.I.C. Stationary armature magnetos, lighting sets suitable for commercial vehicles and the new B.L.I.C. current controller. The magnetos are of unique design. Instead of the armature rotating the action is reversed. The windings of the armature are not subjected to any mechanical stresses, and can be wound purely with an eye to electrical efficiency. The magnetos give good sparks at low speeds and are light and compact. The range of B.L.I.C. lighting sets for commercial vehicles includes a five-light set and a set providing merely two headlights. The current controller should be of interest to proprietors of public service vehicles as it provides a rapid charging when the battery is nearly empty.

British Petroleum Co., Ltd., 22 Fenchurch Street, London, E.C.3. Stand No. 217.—This firm, well known as the distributing organisation for the Anglo-Persian Oil Co., Ltd., will show packages in which B.P. Spirit is packed. B.P. Spirit No. 1, which is the principal brand, is distributed in the familiar khaki can, and No. 3 in the blue can, whilst aviation spirit is distributed in the purple can. A series of photographs will also be shown on the stand showing the huge refinery at Llandarcy in South Wales. Other products shown will be T.V.O. tractor vaporising oil, P.V.O. for stationary engines, heavy and light fuel oil for Diesel and Semi-Diesel engines, and White May and Royal Standard lamp oils, etc.

Brown and Co. (Loton), Ltd., 56-58 Renshaw Street, Liverpool. Stand No. 186.—The exhibit will include the Loton power intensifier which is a scientific apparatus for increasing power in all internal combustion engines. It is fitted between the carburetter and the engine and automatically admits a fine mist into the engine, correctly proportioned and mixed with gas and air from the carburetter. The Loton 2-note horn and the Loton Ford water circulating pump, will also be shown.

David Brown & Sons (Huddersfield), Ltd., Park Works, Lockwood, Huddersfield. Stand No. 192.—As specialists in gearing of every form this firm will provide a very attractive exhibit. The DBS back axle is well-known to our readers and particular attention is drawn to their patent worm gear for back axle drives, several examples of which are to be exhibited. Spiral curved tooth bevels and straight tooth bevels for final drives are to be shown together with a selection of spur spiral and double helical gears for bear box drives, internal gears for commercial vehicles, etc. Steering gears, cam shaft driving gears and differential bevels are also to be exhibited. Another important feature to be shown will be a selection of ground spur and bevel gears. Attention is called to the special DBS. carburiser for case-hardening.

Car Services, Ltd., 83 Pall Mall, London, S.W.1. Stand No.144.—Literature dealing with the hire purchase of motor vehicles.

R. W. Coan, 219 Goswell Road, London E.C.1. Stand No. 247.—The usual range of aluminium castings, such as crank cases, gear boxes, etc., will be exhibited.

Cocker, Bros., Ltd., Fitzalan Works, Sheffield. Stand No. 263.—Laminated springs made from rustless steel. Standard laminated springs by the Cocker patent process all plates being interchangeable, assortment of spare spring plates, alloy steel laminated springs, laminated springs with oil groove in bushed eye, and various other springs and fittings and specimens of steel.

Concord Co., Ltd., 18 Berners Street, London, W.1. Stand No. 261.—Miracle oil is a high grade lubricating oil compounded by a secret process, and is admitted into the cylinders above the pistons with the petrol and lubricates the cylinders above the piston rings.

Cooper, Webb-Jones and Co., Stockwell Works, Walsall. Stand No. 213.—A complete set of body fittings for 'buses and other passenger vehicles, including the Jackson patent char-a-banc hood fitting, windscreens, gangway seat fittings, window fittings and all interior fittings for 'buses. Also the Jones' patent window raiser for 'buses.

J. B. Corrie and Co., 15 Victoria Street, London, S.W.1. Stand No. 8.—It is proposed to exhibit various cast steel wheels and general steel castings for lorries. In this connection the firm represents the Societe Anonyme Union des Acieries, of Marcinelle-Charleroi, Belgium, a firm well-known even before the war for the high quality of their materials and workmanship. They manufacture steels of every kind, from extra mild steel (magnetic steel), to those of the greatest strength. In the field of the last named, they have made an interesting speciality of a manganese process, which not only guarantees a maximum of resistance, but gives the metal the most complete strength guarantees. The Company produces also fine steels for accurate mechanical work.

Cresswells', Ltd., Wellington Mills, Bradford. Stand No. 238.—Chekko brake and clutch linings, warranted and provable 100 per cent. pure asbestos bonded with brass wire. Samples of crude asbestos and yarns used exclusively in the manufacture of Chekko.

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G. Davenport & Co., Ltd., 99-105 Clerkenwell Road, London, E.C.1. Stand No. 252.—"Imspecs" accessories for the commercial vehicle, "Imspecs" mileage recorders, tachometers and speedometers, in many designs including special drives for different vehicles, hub cap odometers, scroll drive odometers, tailshaft odometers, gear box drive odometers, carden shaft drive odometers, together with many special adaptations. Cast aluminium lamps, acetylene and electric models for commercial vehicles, including head, side and tail lamps, roof lamps and various special types of lamps for buses. "Imspecs" ignition and lighting cable. Commercial vehicle bulb horns. Driving mirrors for commercial vehicles, with patent adjustable clips for rigid fixation. Petrol can carriers, together with complete range of general accessories.

Degory Carburator Co., 93 Moore Park Road, Fulham, S.W.6. Stand No. 228.—The principal exhibit will be the R.A.5 model carburator. The Degory carburator has always appealed to us. It is an exceedingly simple apparatus and absolutely automatic in action. The new R.A.5 model appeared in July, 1923, and has been definitely standardised, and it is manufactured only in bronze; it embodies several fresh patents and the original functioning has been somewhat modified. It is made in two principal parts, adjustable for either horizontal or vertical fitting. Except that the fuel is taken some distance from the bottom where water and foreign matter remain and thus do not disturb the functioning, the float chamber itself is of the usual kind with float, needle valve and toggle weights. The Degory carburator gives a mixture as nearly perfect as possible at all speeds, and therefore it gives economic petrol consumption and a maximum mileage per gallon of fuel. The exhibit will also include the new F.M. model which functions exactly the same, but is more compact and of neater design.

F. W. Durose, Lloyds Bank Chambers, Smethwick, Birmingham. Stand No. 148.—Celluloid transparent sheeting manufactured for the motor trade by the DuPont Company of America. "Cotex" leather cloth. This is water-proof and remains supple indefinitely and may be used for hoods. "Pontop" rubber coated good material which is stocked in various weights and finishes and woven curled horse hair for cushions, squabs, etc.

Electric Steel Casting Co., Ltd., Wentworth Chambers, Pinstone Street, Sheffield. Stand No. 253.—The exhibit will consist of cast steel road wheels and all kinds of casting in steel and malleable iron, there will be a front wheel for solid tyre, a rear wheel for dual solid tyre, a front wheel for steam wagon for solid tyre, front wheel for motor lorry fitted with 36in. by 6in. demountable tyre and demountable rim, a rear wheel with 40in. by 8in. demountable tyre and demountable rim, a rear disc wheel with brake-drum for motor lorry fitted with 36in. by 6in. pneumatic tyre and detachable rim and a similar front wheel and a similar wheel with 38in. by 7in. pneumatic tyres and detachable rim. There will also be various castings in electric steel and malleable iron for commercial vehicles. Electric steel road wheels of various designs all manufactured by the electric furnace process.

Elm Street Engineering Works, 188 Gray's Inn Road, London, W.C.1. Stand No. 149.—On this stand there will be shown a super-Ford auxiliary gear box for Ford vans.

Engelbert and Co., 119 and 125 Finsbury Pavement, London, E.C.2. Stand No. 214.—A large range of special "Lubol" motor oils suitable for every type of petrol vehicle, also the firm's cylinder and engine oils for steam wagons.

F. H. Eve, Ltd., Old Bedford Road, Luton, Beds. Stand No. 220.—The principal exhibit will be the "Empire" universal motor engine stand which enables any size engine, gear box or other article to be firmly and quickly fixed and held rigidly whilst under repair.

Ferodo, Ltd., Sovereign Mills, Chapel-en-le-Frith. Stand No. 254.—This pioneer firm of manufacturers of fabric friction linings, will exhibit a wide and complete section of their standard productions for all automotive requirements. In addition to the exhibits on the stand it would be safe to say that Ferodo friction linings will be found on practically 99 per cent. of the vehicles in the Show. The exhibit will comprise:—Radially woven liners in several varieties for cone clutches machine made to size, angle and thickness. Ferodo bonded asbestos die-pressed brake liners, which represent the highest achievement in fabric brake material shown in a large variety of designs as used by the majority of automobile manufacturers. Also a selection of special Ferodo bonded asbestos linings for brakes of all kinds. Plate clutch linings in Ferodo bonded asbestos and Ferobestos, to meet all requirements. Driving plates with inserted linings. Clutch stop material in a variety of forms. Friction and anti-friction linings for spherical joints, shock absorbers, etc. Patent interleaving fabric for car suspension springs, shock absorbing and spring preserving. Special transmission bands and rear wheel brakes for Fords. The latest material for linings for disc friction drives. Foot and running board coverings in colours. Fabric and composition vice grips for holding highly finished work. A full range of brake blocks for standard motor cycles. Ferodo Bonrest for lining bonnets.

Gas Lighting Improvement Co., Ltd., Alexandra House, Queen Square, London, W.C.1. Stand No. 398. (New Gallery).—Carburine motor spirit. Glico motor spirit. Glico lubricants and greases. Glico white spirit. (Turpentine substitute). Specimens of the Company's Kirbstone and Portable Barrel Motor Spirit Pumps. Demonstrations of the latter will be given each day during the run of the show.

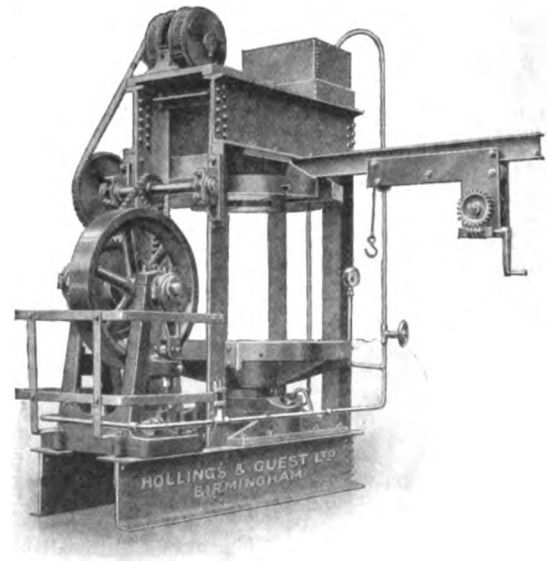
Hall and Hall, 47 Leadenhall Street, London, E.C.3. Stand No. 136.—"Hallite" motor jointing impregnated throughout with Graphite which may be used again if care is exercised when breaking a joint to remake the joint, it is supplied in sheets of various sizes and thicknesses, there will also be "Hallite" motor flange washers, rotary pump packing, various asbestos millboard, paper, vulcanized fibre, felt, rubber and paperboard washers and joints, also gear felt and felt washers and various moulded packing rings and joints for steam wagons.

John T. Hart and Sons, Wright's Buildings, Grange Road, Bermondsey, London, S.E.1. Stand No. 266.—Coloured upholstery leathers, enamel hides and hoods, special twill-lined leathers for hoods, upholstery hides with antique and fancy grains.

H. M. Hobson, Ltd., 27 and 29 Vauxhall Bridge Road, London, S.W.1. Stand No. 205.—The firm will be exhibiting various patterns of the well-known Claudel-Hobson carburettors. Different models of the new power jet carburettors, which is the latest type of carburettor, embodying the same principle as the "Z" diffuser type with the addition of a power jet. Perfect window regulators, this is a mechanical device for raising and lowering windows by means of a rotating handle. The window remains in the locked position immediately the handle is released. Demonstration windows are to be exhibited and special notice should be taken of the heavy plate glass window which is operated by a single regulator. The firm will be introducing a new regulator of the lever type. A complete range of Hobson sparking plugs will be exhibited.

The Hoffmann Manufacturing Co., Ltd., Chelmsford. Stand No. 197.—A complete range of steel balls and rollers and ball and roller bearings. Pyramids of steel balls and rollers under glass case. Steel balls in various stages of manufacture. 70 gross of 1/32-in. steel balls in glass tubes. Glass cases of various types containing samples of ball and roller bearings. Length of shafting running on ball bearings. Quantities of magneto type bearing components to illustrate the interchangeability of the parts. Sections of front and rear hubs fitted with "Hoffman" bearings. Section of self-aligning ball bearing pedestal for line shafting. Apparatus for demonstrating the low starting and running effort of roller bearings. A roller bearing will be shown starting under a load of one ton. Apparatus showing effect of creep in loosely mounted bearings. Cases of roller gauges with N.P.L. certificates.

Hollings and Guest, Ltd., Thimble Mill Lane, Birmingham. Stand No. 77.—A set of motor driven pumps will be shown suitable for driving the tyre presses, and the presses can be seen



A Hollings & Guest Tyre Press.

working. The most powerful press exhibited is to be one of the special type, No. 14 S. tyre press for removing and fixing the solid rubber of tyres of commercial vehicle wheels. The press is of the latest design and construction, and a special

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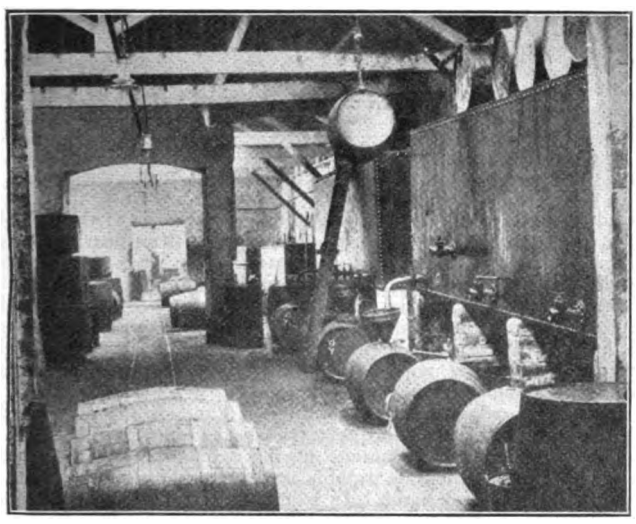
feature is that it is fitted with an open slot in the head, so that tyres can be fitted to or removed from Foden or similar wheels without taking the wheel from the axle, the whole axle and wheel being lifted into the press by means of a runway. The table of the press has a hole in the centre 12-in. diameter to receive the boss of the wheel. This latest type of press is capable of dealing with the largest and heaviest makes of tyres, and will give a pressure of 200-tons. The press can be worked very well by the double hand pumps usually supplied as part of the unit, but in large garages where there is a great number of tyres to deal with, it is advisable to put in power driven pumps, which can be either belt driven from the line shaft,or arranged for direct coupling to an electric motor. The press is very simple to erect and to operate, and requires very little foundations. Hollings and Guest issue a booklet giving full particulars for the erection and working of their presses, which will be forwarded free on application. In addition to the standard tyre presses the makers have now introduced a new 50-ton press suitable for sending abroad, where only a few tyres have to be dealt with, as if a stubborn tyre has to be removed, it can always be cut off, and it is usually found that the new tyre can be fitted with much less pressure than is required to remove an old rusted on tyre. The press is of the four-column steel girder frame type, which makes it extremely light and practically unbreakable. A hand screw tyre press will also be included in the exhibit. Particularly suitable for occasional use and at overseas up country depots, where the cost of transport is high. For the driving of these machines will be staged a set of hydraulic motor driven pumps No. 24 N.D.M. These pumps present a very novel feature, as they consist of a vertical 2-throw hydraulic pump, built up on a cast-iron bedplate, and driven by silent chain gears direct from an electric motor.

John Holroyd & Co., Ltd., Perseverance Works, Milnrow, Nr. Rochdale. Stand No. 142.—The outstanding exhibits will be the various gears made for use in the back axle drives and steering arrangements. They will include steering worms and sectors, special cams for steering boxes, worm wheels for back drives and hardened steel worms correctly ground. Other components such as tipping gears and the smaller gears for speedometers will be shown, also various screws, such as steering screws and nuts, grease gun screws and other components.

Frank How & Co., Trogon Wharf, 77-83 High Street, Stratford, London, E.15.—Stand No. 227.—This firm will be exhibiting all types of oil specially suitable for every make of commercial vehicle. They will also be giving a practical demonstration of oil testing on their stand which, we believe, has not been done before by any other firm.



Two of many of How & Co.'s 2,000 gallon oil blending tanks.

Hoyt Metal Co., of Great Britain, Ltd., Deodar Road, Putney, London, S.W.15. Stand No. 226.—Number eleven super-metal and I.C.E. brand, white bearing alloys and number eleven super-metal with over 92 per cent. tin. This is a metal combining exceptional toughness with durability and anti-frictional qualities, I.C.E. "Copper Hardened" metal. In addition to Ingot metals the Company manufacture die-cast bearings for repetition work and cored and solid sticks and half-rounds for repairers own machining.

Hydraulic Hoist Co., 182 Lord Street, Southport. Stand No. 135.—The exhibits will consist of photographs, diagrams, parts and working model of the firm's hydraulic tipping gear. There will be a demonstration wagon in attendance outside the Show. The "Wood" patent hydraulic tipping gear consists of a cylinder and rim operated by a pump. Power to drive the pump is taken off the engine by such methods as extension of countershaft in gear box, friction drive off flywheel or off the cardan shaft. A clutch is provided to throw the pump into action, operated by a lever in the driver's cab. The pump valve is also operated from the driver's cab by a similar lever having three positions—raise, lower, and hold; thus the body can be held at any angle—this being most convenient for spreading ashes or sand on road surfaces or the like. The ram is provided with a cross shaft upon which are fitted four rollers, one pair working upon two tracks fixed to the chassis and the other pair operated by a wedging action on two inclined tracks fixed under the body. When the ram is sent forward these rollers revolve the body round the end hinges through the wedging action of the inclined tracks.

Ida Starter Ltd., Pilgrim Street, Birkenhead. Stand No. 132.—The Ida starter to be shown is designed for starting internal combustion engines. The power used is compressed air, the starter is arranged to form a self-contained unit for supplying compressed air and starting the engine.

A. A. Jones & Shipman, Ltd., East Park Road, Leicester. Stand No. 143.—The J. & S. combination reseater for motor valves and seats is to be exhibited. It trues the valve to new condition in less than three minutes and the valve seat is quickly and accurately trued with two or three turns of the operating handle, the cutters are not adjustable but are supplied in a variety of sizes to suit all kinds of engines. Special sets are supplied for garage equipment. The J. & S. reseater has already been described and illustrated in the WORLD'S CARRIERS.

Joseph Kaye & Sons, Ltd., 93 High Holborn, London, W.C.1. Stand No. 258.—A very interesting exhibit on this stand will be a safety lock adapted for char-a-bancs. The firm is particularly noted for its oil cans known as the "Dreadnought" brand, over 74,000 of which it has supplied to H.M. Navy. These cans are Kaye's patent serrated seamless pattern. From the particulars the firm has sent us there appears to be an endless variety. The spouts of the can are formed in one piece of metal double wrapped and after the process of dipping in molten metal they become for all practical purposes perfectly seamless. The firm also supplies Kaye's patent pumps for empty barrels, also cans for oil storage, torch lamps and other useful appliances.

Kirkstall Forge, Ltd., near Leeds. Stand No. 240.—The exhibit will consist of finished front axles, live rear axles, suitable for vehicles from small electric trucks to 5/6-ton lorries. The rear axle casings are made on the firm's patent one-piece drop forged system. There will also be samples of bright steel bars.

The Laystall Motor Engineering Works, Ltd. Ewer Street, Southwark, S.E.1. Stand No. 255.—The Laystall exhibit includes samples of special motor repairs:—New crankshafts for replacement and production. Cylinder regrinding and oversize pistons. Crankshaft and camshaft grinding. New camshafts for replacement. Lawrence process for repairing scored cylinders. Welding cylinders, crankcases and parts. De Luxe lightweight cast iron pistons. Helical crown wheels and bevels. In the crankshaft exhibit a special feature is made of the perfect balance of crankshafts. A range of samples of different makes for replacement and quantity production are shown. In Cylinder grinding, besides samples of cylinders reground, are samples of the special De Luxe Lightweight cast iron pistons, being the lightest and at the same time the strongest pistons made to-day.

London Lorries, Ltd., Spring Place, Kentish Town, N.W.5. Stand No. 15.—This firm of coach makers and motor body builders will exhibit a 24-seater quadruple purpose all-weather saloon incorporating the Beatonson patent head work. Each side of the body is fitted with a plated metal framework accommodating frameless lights in both raised and lowered positions. "Fool-proof" mechanical window lifts are fitted. The whole unit is instantaneously lowered into a recess between the panels laying perfectly level with the top fence rail. The folding headwork is a separate unit, but acts in conjunction with the side framework and is composed of tubular hoopsticks which run along the top rails thereof. When folded down the maximum overhang is only 12 inches. The body can be used in the following positions:—(1) closed, with the side windows and hood up; (2) semi-open, with the hood up and windows regulated; (3) open, with hood down and side frames up acting as windscreens; (4) open, with both hood and side frames down. A Vee front windscreen gives completion to an ideal all-weather coach. "L.L.L." seats-de-luxe are fitted sumptuously upholstered in antique leather and all the appointments are in best nickel plate complete with C.A.V. lighting outfit.

This body will be mounted on a 2-2½-ton long wheelbase Dennis chassis. There will also be a G.M.C. long wheelbase chassis fitted with an 18-seater quadruple purpose body as

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above and there will be a 1-ton Chevrolet mounted on a 14-seater char-a-banc body with hood and screen.

Mansions Motor Co., Ltd., 78 Petty France, Westminster, S.W.1. Stand No. 73.—The K.B. Equipment will be exhibited which includes a series of useful tools for motor repairs.

Markt & Co. (London), Ltd., 98 and 100 Clerkenwell Road, E.C.1. Stand No. 172.—The exhibit will be devoted to the Veeder mileometer for commercial vehicles and will be confined chiefly to the Hub Odometer. The Hub Odometer is supplied in patterns to suit all leading makes of motor vehicles and is undoubtedly one of the most useful apparatus of this description supplied. There are five dials indicating miles, and one registering tenths of a mile, recording to 100,000 miles, then repeating. No oil or axle grease can leak in on these dials, a stuffing box prevents it. The dials revolve upon comparatively small shafts or studs, reducing friction. The dials are locked and prevented from turning except when driven by the mechanism (and this is not accomplished by means of springs). The locking mechanism is similar to the so-called "Geneva motion" and has been employed in the Veeder counting mechanism for many years. There is an adaptation of this Hub Odometer supplied specially to suit "Sentinel" steam wagons.

Miller Bros., The Common, Brighouse, Yorks. Stand No. 133.—The exhibit will consist of Miller's patent gear for Fords and their Master Brake. There will be a complete auxiliary 4-speed gear for Ford car or light van; complete auxiliary 4-speed gear and master brake for ton trucks; complete ton unit gear in section; part sections of light model gears; complete unit making up gear in parts. This new type Miller Gear follows the principles adopted three years ago, of utilizing one internal gear and one pinion, but in the new model the number of working parts have been cut down.

North & Sons, Ltd., Whippendell Road, Watford. Stand No. 187.—A range of Watford magnetos, including models with movable extensions to the pole shoes, by means of which a spark of equal intensity is obtained throughout the whole range of advance. In speedometers they will be exhibiting a full range of models as well as a range of clocks to match. There is a special speedometer for Ford cars for use when the mileage only is required.

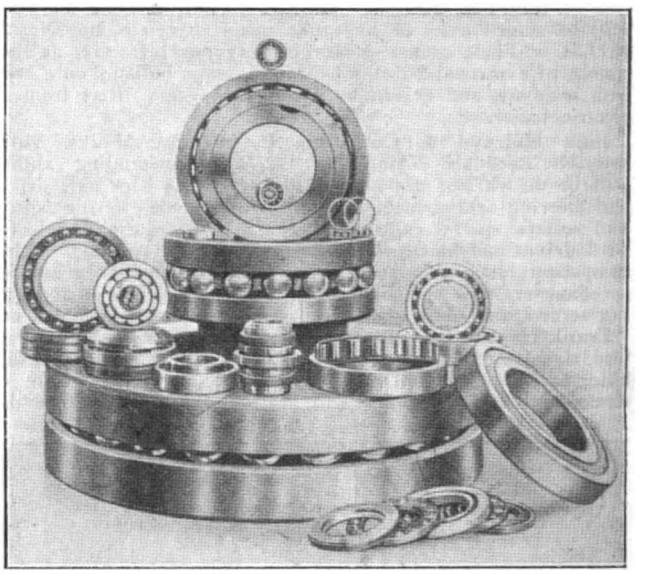
Northern and Western Motorway, Windsor House, Victoria Street, London, S.W. Stand No. 182. Gallery.—A model of the motorway made to a scale of 1/250; and represents a mile in length. It indicates how all public roads are crossed either over or under, without the necessity of level crossings: and how, wherever the motorway crosses main roads access is provided by means of junction which more or less correspond to the stations of a railway. Two types of these junctions are shown on the model; one represents the motorway passing over, and the other under, the main road. At each junction there will be either two or four approach roads, according to the type selected as being most suitable for each locality. The arrangement of the approach roads will enable traffic to enter or leave the motorway in such a manner that the crossing of vehicles travelling in opposite directions will be entirely eliminated. The junctions will be approximately 4½ miles apart. The first section of the motorway that it is intended to construct is from Coventry to the Manchester Ship Canal Docks at Stretford, a length of 108 miles. On this section it is proposed to provide 23 junctions, in addition to the two termini; at all these points arrangements for lighting will be made. One of the main features of the motorway is the fact that high speed can be consistently maintained. The maximum gradient is 1 in 40, curves are limited to ½-mile radius, and also since there can be no transverse crossing of traffic, at any point, changing gears, and reduction of speed are reduced to a minimum. Toll gates, petrol-filling stations, a garage, and an assembling yard are shown on the model.

J. & R. Oldfield, Ltd., Refulgent Lamp Works, Warwick Street, Birmingham. Stand No. 185.—The exhibit will comprise a range of special lamps for special services, lighting equipment for steam tractor, steam wagons, petrol wagons and vans, Ford trucks and vans, and driving mirrors, with special reference to driving lamps burning paraffin, to illuminate the roadway 25 to 40 yards ahead, and new improved model self-contained acetylene head lamps—pronounced by the head tester of one of our foremost vehicle manufacturers as the best they had yet tested.

G. D. Peters & Co., Ltd., Caxton House, Westminster, S.W.1. Stand No. 137.—Peters' clip spring car seat frames giving durability and resilience at low cost. Agasote and Sundeala mill-board for van bodies; light and strong and impervious to moisture. Frameless balanced windows, ventilators, blinds, and the Wilson plastic arc electric welding plant which will be demonstrated.

J. W. Pickavant (Himself), 27-29 Summer Road, Birmingham. Stand No. 230.—The firm will exhibit the following, for which they are sole concessionaires:—Midland radiators, "Grippo" external brakes, Mammet shock absorbers, Milegal meters, Falcon pumps, Nijmegen bulbs, Pickavant jacks, "Syto" oil gauges, petrol can carriers, Pickavant extra air valves, spot lights, nickel and black, K.H.E. synchronised ignition sets, Red Dragon accessories, and bulb cases.

Ransome & Marles Bearing Co., Ltd., Newark-on-Trent. Stand No. 203.—Steel balls and rollers to within the finest limits for accuracy, ball bearings and roller bearings suitable for all automobile applications are to be exhibited on this stand. The special features in the design of this firm's products are the maximum number of large diameter balls and rollers, and the exceptionally shallow filling notch employed to insert the balls in journal bearings. This latter feature has only been attained by a careful study of the analysis of the steel used for the races and also of heat treatment methods. The heat treatment of their races gives maximum hardness without loss of resiliency, and thus, when the balls are being assembled in the bearing, the races can be distorted to a great extent without fear of fracture or alteration of shape, thus permitting the use of the shallow filling notch. The effect of this notch is that no matter what the conditions of loading, the balls have an uninterrupted track and consequently the thrust load of R. & M. journal bearings is greater than is usually met with. The thrust capacity is guaranteed as 50 per cent. of the safe working load of the bearing, whilst under combined loading the bearings will withstand 50 per cent. of the difference between the actual journal load imposed and the safe working load of the bearing. Other bearings of special interest to be exhibited are their double-purpose bearings and the double row ball journal bearings. The former is a specially designed bearing for sustaining thrust



A group of Ransome & Marles' Ball Bearings.

loads at high speeds or for use where heavy combined thrust and journal loads are present. The dimensions of these bearings conform to those of standard journal bearings, but their construction enables the safe working load of a corresponding size of journal bearing to be carried as pure thrust or combined journal and thrust loads. These bearings have been used successfully for a number of years for application where combined journal and thrust bearings are required, and their application to the bevel drive of automobiles is becoming common practice.

Rhodes Fordgear, 153 Manningham Lane, Bradford. Stand No. 243.—The Rhodes fordgear will be exhibited which is designed to take full advantage of the capabilities of the Ford engine and to eliminate trouble and delays caused by transmission drums and bands. It is not an auxiliary to the Ford transmission but a real conversion.

The Robinhood Engineering Works, Ltd., Putney Vale, S.W.15. Stand No. 237.—A full range of the well-known K.L.G. plugs suitable for commercial vehicles will be exhibited on this stand. We can vouch for the efficiency and lasting qualities of these plugs as our representative has been using a set for nearly two years and has never had the slightest trouble with them. K.L.G. plugs, as our readers may know, were standardised for all British air craft during the war.

Rudge-Whitworth, Ltd., Rudge Works, Coventry. Stand No. 245.—The firm will exhibit its now famous triple spoked detachable wire wheels which are a remarkable combination of lightness and strength. Also the Rudge-Whitworth steel ball bearings will be shown.

Silvertown Lubricants, Ltd., Minoco Wharf, West Silvertown, E.16. Stand No. 199 (Gallery).—There will be a model of a portion of lubricating oil stills at Silvertown. Apparatus used for testing of oils. Samples showing various stages from crude oil to finished product. One of the firm's 250-gallon storage tanks for use in connection with their bulk delivery of motor oils.

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Small & Parkes, Ltd., Hendham Vale Works, Manchester. Stand No. 264.—"Don" brake and clutch lining will be shown which is rapidly becoming popular.

S. Smith & Sons, Motor Accessories, Ltd., Cricklewood Works, N.W.2. Stand No. 198.—The firm will be exhibiting a complete range of commercial accessories including speedometer and mileage recorders. There is a new mileage recorder for Ford vans and trucks which will be sold at a considerably lower price than the standard instrument. There will also be a range of single and 5-jet carburetters suitable for all types of commercial vehicles from lorries to one-ton trucks and runabouts. With regard to the electrical equipment, Smith's have just produced a new bus type dynamo with an output of 12 volts. 18 amps., and capable of giving this output continuously without undue heating. Another item of interest will be the Smith impulse starter: this device is of special interest in connection with difficulties in starting petrol engines in motor vehicles, tanks or stationary engines, in fact in connection with all large internal combustion engines. There will also be a full range of other lines for commercial vehicles, including acetylene lamps, oil side and tail lamps, mechanical horns, bulb horns, plug testers, etc., etc.

Smith, Parfrey & Co., Ltd., Pimlico Wheel & Motor Works, Rannoch Road, Hammersmith, W.6. Stand No. 248.—This firm is one of the oldest manufacturers of artillery wheels, and will be staging the following exhibits:—Artillery wooden wheels, P.W.W. patent artillery steel wheels, forgings, springs, machined parts, various methods of welding, and bent wood.

Snowdon, Sons & Co., Ltd., Millwall, E.14.—Stand No. 236. —Established in 1868, this firm claim to be the oldest in the country devoted solely to the manufacture of lubricating oils and greases, their business being founded only a few years after the refining of lubricating oils first began. Not only has their home trade always been very extensive, but their export trade is conducted on a very large scale. The firm are placing on the market an entirely new super-refined motor oil under the distinctive name of "Royal Snowdrift." This new "Royal Snowdrift" oil will be exhibited on the firm's stand.

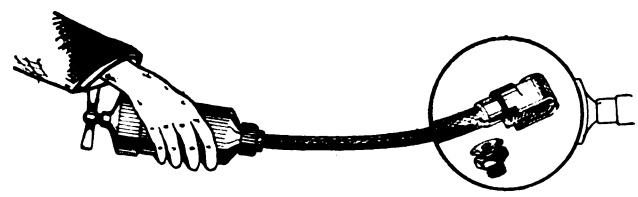
The Spiral Tube & Components Co., 47 Caledonian Road, King's Cross, N.1. Stand No. 234.—This firm will be exhibiting examples of polished aluminium radiators made for Leyland, Dennis, Bristol, Albion, Guy, Burford, and other well-known vehicles. "Spiral Tube" designed radiators for Peerless, Selden, Garford, Seabrook, Overtime and Ford vehicles. Tube-blocks and centres for various types of radiators. Copper spiral tube and double tinned gilled tubes for radiators. Particular attention is directed to the popular replacement radiators for Fords. Many thousands are now in use on commercial vehicles in every part of the world, and the new model "T" radiator has been specially designed to meet the requirements of touring car owners. Among its novel features are a bow fronted top and a lower apron to mask the front cross member.

R. Stephens & Sons, 63 Church Road, Upper Norwood, S.E.19. Stand No. 196.—Stephens' patent adjustable brake shoes for Ford vans and one-ton trucks will be exhibited. The brake shoes for Ford vans are made of rolled tee section steel and have the advantage of being light in weight, unbreakable and have just sufficient spring in operation to give a perfect contact. Cast iron is still retained for the Ford one-ton truck brake shoes, both types being lined with 3/16-in. thick wire and asbestos lining of best quality. The special feature of these shoes is the means provided for adjustment, which is made by means of a wedge-shaped block upon which brake shoes pivot. The block is held in position by a brake shoe support bolt. Another exhibit will consist of Stephens' adjustable and portable turnover engine stand made in two sizes for small and medium sized engines and for six-cylinder and commercial engines.

Sterling Metals, Ltd., Coventry. Stand No. 224.—The following will be the firm's exhibits. Water-cooled cylinder castings, in special "Sterling" cylinder iron. Aluminium castings of crankcases and gearboxes, aluminium die castings to extremely close limits, thus eliminating machining, of all smaller component parts, and brass and bronze rod and tube for bushings.

Sterns, Ltd., Royal London House, Finsbury Square, London, E.C.2. Stand No. 233.—The firm will be demonstrating the renowned gear lubricant "Ambroleum" in action in an open motor gear box driven by electric motor. This exhibit always creates considerable interest, and we think we may say that it admirably demonstrates the remarkable ability of "Ambroleum" to "cling to the teeth." They will also be making a special feature of Sternol motor lubricating oils, which "make engines purr like pussies." With regard to the important subject of oil storages for garages, commercial users, there will be several interesting propositions including the new Sternol drum stand designed to hold 3 x 20 gallon decorated drums of Sternol oils, each drum being fitted with a free tap. There is a grid attached to the stand to assist in rolling the drums on to the stand, and the whole outfit constitutes a very serviceable oil storage battery. The stand is supplied on loan or free of charge under certain conditions. The new Sternol automatic oil service pump (self-measuring). It is similar in appearance to the petrol roadside pump, but is fitted with a container holding 50 or 100 gallons all above ground. It pumps oil accurately by the half pint, pint or quart at a time, is fitted with a long hose, so that the oil can be filled direct into cars, and can be locked up to prevent pilfering. This pump can be bought outright or supplied on hire purchase terms.

Tecalemit, Ltd., 10 Little Portland Street, London, W.1. Stand No. 71.—Tecalemit is a system of lubrication; it is a high pressure system, and is composed of little grease plugs either straight or with an elbow joint, an oil grease gun with flexible tube fitted with an instantaneous coupling device. The grease plug has no cover, but is fitted with a ball valve which opens under pressure for the passage of the grease and shuts under the action of a spring for closing the orifice. The head of the plug is shaped to take the nozzle of the gun. The gun by means of its flexible tube and nozzle can be coupled to the most inaccessible grease plugs from a distance and in comfort. The pressure of 1,000 per square inch, which is developed by turning the handle of the gun, drives out all dirt and hardened grease from the part requiring lubrication and packs it with fresh lubricant, which can be made to ooze out from the bearing surfaces. It is the Tecalemit apparatus which will be exhibited. There will be the Tecalemit gun, as described above, and grease plugs; there will be a standard grease gun for motor lorries giving 500 to 600 lbs. pressure, a booster pump giving 5,000 to 7,000 lbs. pressure, and a garage pump for the same pressure, also Tecalemit lubricant supplied in the firm's patent easy filler tins. To fill the gun it should be placed, with cover removed, on the orifice in the metal disc inside the tins of grease. Press the gun down and the grease will be forced up into the barrel. When full, lateral movement will cut off the column of grease. There will also be patent "Quick-Fix" grease plugs which can be fixed in place, immovably, without having to thread the piece destined to receive the plug. There will also be various combinations of parts, such as, elbows, extensions and long base pieces, rendering all points of the lorry accessible for lubrication whatever their position may be. There will also be Tecalemit petrol filters, connections for carburettors or piping, and "Quick-Fix" pipe connections with



The Tecalemit Grease Gun with "hook-on" connection.

which any 2 lengths of tubing even of different diameters can be connected in a leak proof joint without soldering.

Thompson Bros. (Bilston), Ltd., Bradley Engineering Works, Bilston, Staffs. Stand No. 1.—The principal exhibits will be tanks for use in conjunction with motor vehicles for the transport of motor spirit and other inflamable oils. There will be an elliptical type tank for mounting direct on to the chassis designed for low centre of gravity and for greater strength and providing for correct bedding and setting on the wood cradle with a minimum amount of labour and wear on the tank. The tank will be of 1,000 gallons capacity, double compartment fitted with all necessary valves and fittings to comply with L.C.C. regulations. There will also be a 400-gallon double compartment circular cradle tank arranged for lifting on and off lorries. A 200 gallon steel footed Kerosene tank. The steel feet are welded to the body of the tank, it is compact and portable and is intended for carrying Kerosene on 1 ton lorries. There will be various examples of pressed steel welded work.

The United Motor & General Insurance Co., Ltd., 169 Gt. Portland Street, W.1. Stand No. 141.—It will be the aim of the firm to give every possible assistance to their agents and policy holders during the Show week. Beyond the general information bureau in connection with insurance and hire purchase, service bureau will be pleased to assist friends in the typing of correspondence, fixing hotel accommodation and general programme for 1924 in connection with insurance and hire purchase will be particularly attractive to commercial vehicle users.

The Vacuum Oil Co., Ltd., Caxton House, Westminster, S.W.1. Stand No. 235.—A full range of the well-known Vacuum oils will be on view, including Gargoyle mobiloils and greases for the lubrication of petrol-driven vehicles and Gargoyle lubricants for steam-driven vehicles. The Chart of Recommendation which gives the correct grade of Gargoyle mobiloil for all makes of petrol-driven vehicles and includes all models from 1919 to 1923 will also be on view. Copies of a specially prepared folder showing the correct grade of Gargoyle lubricat-

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ing oil for all types of steam wagons, tractors and road rollers will be available for visitors. An interesting exhibit will be an electrically-operated machine showing specially prepared diagrams of lubrication systems. Another working exhibit will be the T. & K. mechanical lubricators. A Pony type lubricator will also be on view. Visitors to the stand should obtain a copy of "Correct Lubrication," a highly instructive booklet, which will be found most interesting and helpful.

C. A. Vandervell & Co., Ltd., Acton, W.3. Stand No. 206.—Will exhibit current range of commercial vehicle electrical productions, embracing complete dynamo lighting and starting equipments for all types of commercial vehicles, bus lighting equipment, as supplied to the L.G.O.C., electrical installations for fire engines, and special lighting equipment for steam driven lorries. A new model switchboard will be shown which gives sole control of lighting from the main board, thus eliminating separate switches. Illuminated advertising signs will be shown together with complete equipment for illuminated advertising vans. An important new range of commercial batteries incorporating the famous patent threaded rubber insulation. Commercial lamps embodying head, side, tail, inspection, interior and dash. Also full range of C.A.V. lamp bulbs, sparking plugs, and electric horns.

The C.A.V. switchboard, commercial vehicle type.

W. H. Willcox & Co., Ltd., 38 Southwark Street, S.E.1. Stand No. 239.—This old-established and well-known firm will show high grade petrol motor oils in five qualities to suit all types of vehicles. These grades are distinguished by the names Light, Medium, Heavy, Extra Heavy and Special Extra Heavy. There will also be "G.1." gear oil, "R.1." motor oil for Renault lorries, "F.1." and "Forca" for Fords, cylinder oil for steam wagons, steam engine oil for steam wagons, steam H.P. cylinder oil, high grade steam engine and crank case oil for Sentinel and similar type steam wagons, special electric motor oil for electric vans. A special feature of the exhibit will be Willcox's "Lubrigear" for gear boxes, differentials and back-axle lubrication. This oil has been used with great satisfaction for many years. "Fiske" cup and gear greases, with high melting point, made from pure petroleum base, farm tractor oils, "Jointite" compressed asbestos jointing, special bearing metal, condensed hide fan belts, semi-rotary wing pumps, hose pipe, lubricators, tractor and motor lamps and tools.

S. Wolf & Co., Ltd., 115 Southwark Street, S.E.1. Stand No. 163.—All standard Solex carburettors will be shown. The new Solex compound carburettor and special sets of Solex carburettors and fittings for the majority of well-known commercial vehicles.

Worsnop & Co., Ltd., Carlton Lamp Works, Halifax. Stand No. 262.—The firm will be making a speciality of a new lighting set for commercial vehicles. This comprises two powerful side lamps, each with 6-in. glass, throwing a beam for 300 feet ahead, one special lighthouse pattern tail lamp, an extra strong 6-volt. 6-amp. dynamo complete with switchboard and cut-out, and the set is completed with one of their celebrated Alklum nickel steel accumulators. This latter has been proved by actual experience to stand up to the roughest of roads on heavy commercial vehicles for years. It requires very little attention and is practically everlasting. This set retails at £21. In addition, this firm are shewing a large selection of their Alklum accumulators both for lighting and starting purposes combined and for lighting only, together with a selection of useful handlamps fitted with the Alklum battery.

The Zenith Carburetter Co., Ltd., 40/2 Newman Street, W.1. Stand No. 259.—A full range of the famous Zenith carburetters suitable for all types of commercial vehicles will be exhibited, also special examples of carburetters complete with all attachments enabling them to be fitted easily to well-known commerical vehicles, such as Daimler, Locomobile, Riker, Pierce-Arrow, Peerless and F.W.D., and air stranglers with controls for standard types of carburetters which are very useful for obtaining easy starting on a cold morning.

At the time of going to press we have not received particulars of exhibits from the following firms, we hope to give them special notices in our December number from notes taken at the Show itself:—

COMMERCIAL VEHICLE AND BODY WORK SECTION.

Arnott & Harrison, Ltd. (Stand No. 27). **James Bartle & Co., Ltd.** (Stand No. 32). **Bayley's, Ltd.**, 42 Newington Causeway, London, S.E.1. (Stand No. 125). **John Buckingham, Ltd.**, 332 Bradford Street, Birmingham. (Stand No. 122). **Bunyan Shield & Hood Co., Ltd.**, Protector Works, Heath Town, Wolverhampton. (Stand No. 127). **Chelsea Carriage Works**, 90 Lots Road, Chelsea, London, S.W.10. (Stand No. 39). **Caledon Motor Co., Ltd.**, 98 Duke Street, Glasgow. (Stand No. 26). **Daimler Co., Ltd.**, Coventry. (Stand No. 92). **Hickman Body Building Co., Ltd.**, 8 Grove Road, London, S.W.12. (Stand No. 110). **Light Vehicles, Ltd.**, Powlett Street, Wolverhampton. (Stand No. 124). **Morris Motors, Ltd.**, Cowley, Oxon. (Stand No. 111). **L. C. Rawlence & Co., Ltd.**, 39 Sackville Street, London, W.1. (Stand No. 108). **Strachan & Brown**, Wales Farm Road, N. Acton, London, W.3. (Stand No. 24). **Straker-Squire, Ltd.**, Angel Road, Edmonton, London, N.18. **Vulcan Motor & Engineering Co. (1906), Ltd.**, Crossens, Southport. (Stand No. 116). **Willys-Overland Crossley, Ltd.**, Heaton Chapel, Stockport. (Stand No. 101). **Yellow Cab Manufacturing Co., Ltd.**, 173-175 Gt. Portland Street, London, W.1. (Stand No. 25).

TYRE SECTION.

Ducasble Tyre Co., Ltd., Bank Buildings, 16 St. James Street, S.W.1. Stand No. 219. **Goodyear Tyre & Rubber Co. (Great Britain), Ltd.**, 162 Shaftesbury Avenue, W.C.2. Stand No. 274. **Pirelli, Ltd.**, 144 Queen Victoria Street, E.C.4. Stand No. 287. **United States Rubber Co.**, 47 Farringdon Street, E.C.4. Stand No. 222.

ACCESSORY AND COMPONENT SECTION.

Batteries, Ltd., Hunt End Works, Crabbs' Cross, Redditch. (Stand No. 251). **Bazley-White Junior J.**, 3 Love Lane, Eastcheap, London, E.C.3. (Stand No. 195). **British Bock Bearings, Ltd.**, 10 Princes Street, Westminster London, S.W.1. (Stand No. 265. **British Oil & Turpentine Corporation, Ltd.**, 55/6 Chancery Lane, London, W.C. (Stand No. 138). **British Timken, Ltd.**, Ward End Birmingham. (Stand No. 171). **Burton, Griffiths & Co., Ltd.**, 70 Vauxhall Bridge Road, London, S.W.1. (Stand No. 193). **Car & General Insurance Corpn., Ltd.**, 83 Pall Mall, London, S.W.1. (Stand No. 145). **Coventry Radiator Co., Ltd.**, Raglan Works, Lower Ford Street, Coventry. (Stand No. 249). **J. Gliksten & Son, Ltd.**, Carpenters Road, Stratford, London, E.15. (Stand No. 140). **Hadfields (Merton), Ltd.**, Western Road, Mitcham. (Stand No. 72). **George Hatch, Ltd.**, Queenhithe, London, E.C.4. (Stand No. 242). **International Silencer Co., Ltd.**, 14 Queen Victoria Street, London, E.C.4. (Stand No. 147). **Joseph Lucas, Ltd.**, Great King Street, Birmingham. (Stand No. 202). **Mann, Egerton & Co., Ltd.**, 5 Prince of Wales Road, Norwich. (Stand No. 208). **National Benzole Co., Ltd.**, Wellington House, Buckingham Gate, London, S.W.1. (Stand No. 215). **R. D. Nicol & Co., Ltd.**, Prudential Buildings, Sheffield. (Stand No. 229). **Oiline Refining Co. (Gt. Britain)**, 32 Thornhill Road, Handsworth, Birmingham. (Stand No. 211). **Thos. Parsons & Sons**, 315/7 Oxford Street, London, W.1. Stand No. 146. **Rotax (Motor Accessories), Ltd.**, Rotax Works, Victoria Road, Willesden Junction, N.W.10. Stand No. 204. **Safety Storage Systems, Ltd.**, Abbey House, Westminster, S.W.1. Stand No. 216. **Supurb Carburetter Syndicate, Ltd.**, 5 Lothbury, London, E.C.2. Stand No. 232. **Simms Motor Units (1920), Ltd.**, Percy Buildings, Gresse St., W.1. Stand No. 267. **Skefko Ball Bearing Co., Ltd.**, Luton. Stand No. 178. **Thomas Smith's, Stamping Works, Ltd.**, Red Lane, Coventry. Stand No. 212. **C. C. Wakefield & Co., Ltd.**, 30-32 Cheapside, E.C.2. Stand No. 162. **Wayne Tank & Pump Co.**, 9 Kingsway, London, W.C.2. Stand No. 225. **White Cross Insurance Association, Ltd.**, 5 Moorgate Street, London, E.C.2. Stand No. 74. **Wilcot (Parent) Co., Ltd.**, 26-27 Avenue Chambers, Southampton Row, W.C.1. Stand No. 139. **Yorkshire Insurance Co., Ltd.**, 1 Bank Buildings, Princes Street, E.C.2. Stand No. 194.

CONGRATULATIONS.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—We observe from this month's issue of the WORLD'S CARRIERS, that you have reached the twentieth milestone on your journey, and like the well-known statement, "we are still going strong."

We tender to you our hearty congratulations on this epoch in your history, and are sure it must be a great satisfaction to learn from all sides, that the help and assistance you have rendered to the Transport Industry as a whole, is so much appreciated, let the good work go on.

With best wishes for the continued prosperity of all concerned, and kind regards, We are,

Yours sincerely,

Newcastle-on-Tyne, October 19th, 1923.

CURRIE & CO., (NEWCASTLE), LTD.
HAROLD CURRIE.

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Institute of Transport.

GRADUATESHIP AND ASSOCIATE MEMBERSHIP (TRAFFIC SECTION) EXAMINATIONS.

THE syllabuses, for the Graduateship examination and for the Traffic section of the Associate Membership examination, have now been approved by the Council as a first instalment of their scheme for educational examinations.

The objects of the scheme are fourfold:—

(1) To outline courses of study for those who desire to succeed to higher responsibility in the transport world.

(2) To indicate lines upon which specialised instruction in transport subjects may be given.

(3) To encourage research and widen the field of investigation and application of transport science, and

(4) To afford to the individual an opportunity, not previously available, of furnishing evidence of having acquired a knowledge both of the fundamental principles of transport and of their practical application.

The Institute scheme is designd normally to cover a three years' course of training to qualify for the Associate membership examination.

Provision is made in the Articles of Association for testing, by examination, the knowledge of applicants for Corporate membership and for admission as Graduates and Students, and the Council has adopted regulations governing examinations, to come into force on October 1st, 1925, these have been announced.

The Council has agreed that, if sufficient candidates desire to present themselves earlier, the first examinations might be held during the Institute year, 1923-24.

REGULATIONS.

STUDENTSHIP.

Students shall be persons elected as such by the Council who are at least 18 years of age, and:—

(1) Are engaged, or are desirous of becoming engaged, in traffic or transport, and satisfy the Council as to their general character and education; and:—

(2) Obtain the nomination of two Coroporate Members in such form as may from time to time be required by the Council; and in all cases after October 1st, 1925:—

(3) Produce evidence satisfactory to the Council that they have passed one of the examinations at the time being required by the Council to be passed by all persons seeking to be elected as Students or have been exempted by the Council from the need of passing any such examinations.

Students shall be entitled to remain in the class of Students for such time only as the Council may permit.

On and after the 1st October, 1925, persons desirous of admission to the Institute as Students, in addition to complying with the qualifications prescribed by the Articles of Association, shall produce satisfactory evidence of having successfully passed one of certain examinations specified by the Institute.

The Council may, however, accept candidates over 21 years of age who have not passed any such examination, but who shall satisfy them they have attained the required educational standard.

FEES.

Graduateship examination...	2 guineas.
Associate Membership examination ...	3 guineas.

A candidate entering more than once for any examination to be charged one guinea less for each subsequent examination of the same degree.

GRADUATESHIP EXAMINATION.

Graduates shall be persons elected as such by the Council who are at least 23 years of age, and:—

(1) Are of good education and have had experience in traffic or transport for at least three years and are so engaged at the time of application for election as Graduates, and otherwise are persons with such qualifications as in the opinion of the Council justifies their election as Graduates; and

(2) Obtain the nomination of two Corporate Members in such form as may from time to time be required by the Council, and in all cases after October 1st, 1925:—

(3) Have passed or been exempted by the Council from the examination at the time being required by the Council to be passed by all persons seeking to be admitted as Graduates.

Graduates shall be entitled to remain in the class of Graduates for such time only as the Council may permit.

On and after the 1st October, 1925, persons desirous of admission to the Institute as Graduates, in addition to complying with the qualifications prescribed by the Articles of Association, shall successfully pass the Graduateship examination in the following subjects:—

1. General Economics (including economic history of Great Britain since 1760 and the modern organisation of industry and trade).
2. (a) A modern foreign language, or
   (b) Mathematics.
3. The elements of traffic working by railway, road and water (including docks).
4. Principles of statistics with special reference to transportation.
5. (a) The transport arrangements of a foreign country, *e.g.*, France, Italy, Germany, Spain, Russia, United States of America; or
   (b) Economic Geography.

Five subjects to be taken, viz.: Nos. 1, 3 and 4, and one each of Nos. 2 and 5.

A candidate for admission to the Graduateship examination shall produce evidence of:—

(a) Being not less than 21 years of age.

(b) Being engaged with a recognised Transport undertaking.

(c) Having attained the required educational standard, if not already a Student of the Institute.

The Council may exempt in whole or in part from this examination any candidate producing satisfactory evidence of having successfully passed the Higher Grade examination of any Railway or such equivalent examination of a professional body as they may approve.

ASSOCIATE MEMBERSHIP EXAMINATION.

Associate Members shall, until October 1st, 1925 be persons elected as such by the Council who are at least 25 years of age and:—

(1) Have had experience involving at least five years' official responsibility in dealing with traffic or providing transport or works connected therewith, and be so engaged at the time of application for election as Associate Members; or

(2) Have had, at some time or times previous to their application for election as Associate Members, experience involving at least five years' official responsibility in dealing with traffic or providing transport or works connected therewith, or have arrived at such eminence connected therewith and have such knowledge of transport as, in the opinion of the Council, justifies their election as Associate Members;

and after October 1st, 1925, persons elected as such by the Council who are at least 25 years of age and:—

Have had, at least, five years' experience with a recognised transport undertaking, such experience and such undertaking being of a character satisfactory in the opinion of the Council and have passed or been exempted by the Council from the examination at the time being required by the Council to be passed by all persons seeking to be elected as Associate Members.

On and after the 1st October, 1925, Associate Members shall be persons elected as such by the Council in conformity with the qualifications prescribed by the Articles of Association, or, alternatively, shall be:—

Persons who are at least 25 years of age and shall have had at least five years' experience of a character satisfactory to the Council with a recognised transport undertaking, and shall have passed the Associate Membership examination of the Institute and shall have been duly recommended and elected an Associate member by the Council. Candidates may qualify either in the (1) Traffic, (2) Engineering, (3) Audit, or (4) Legal Section.

SUBJECTS OF THE TRAFFIC SECTION EXAMINATION.

Four subjects to be taken, viz:—

1. One of the following:—
   (a) The economics of railway transport.
   (b) The economics of:—
      (i.) Port administration, and
      (ii.) Inland water transport.
   (c) The economics of road tranport.

   (N.B.—The examiners will attach greater importance to a grasp of underlying economic principles and their application than to a mere knowledge of details).
2. One of the following:—
   (a) Modern railway operation.
   (b) (i.) Modern dock operation, and
      (ii.) Inland water transport operation.
   (c) Modern road transport operation.
3. The rights and duties of transport undertakings.
4. A further subject from 1 or 2 not already taken.

In the Printed Regulations and Syllabuses of the above examinations, which can be obtained upon application to the Secretary, Institute of Transport, 15 Savoy Street, Victoria Embankment, London, W.C.2 (Price to Non-Members, One Shilling), each subject as enumerated above is sub-divided into its constituent parts, and particulars of appropriate text books for each subject are given. Full particulars of Exempting Examinations, are also given with specimen application forms.

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A Scheme to Reduce Accidents on Highways.*

To the public using the highways of the country, particularly the motoring section, a reduction in the risk of accident by collision is of the greatest importance.

Collisions on the open highway between vehicles passing one another in opposite directions are relatively small compared to the volume of traffic, mainly due to the fact that long custom has ordained observance of "the rule of the road."

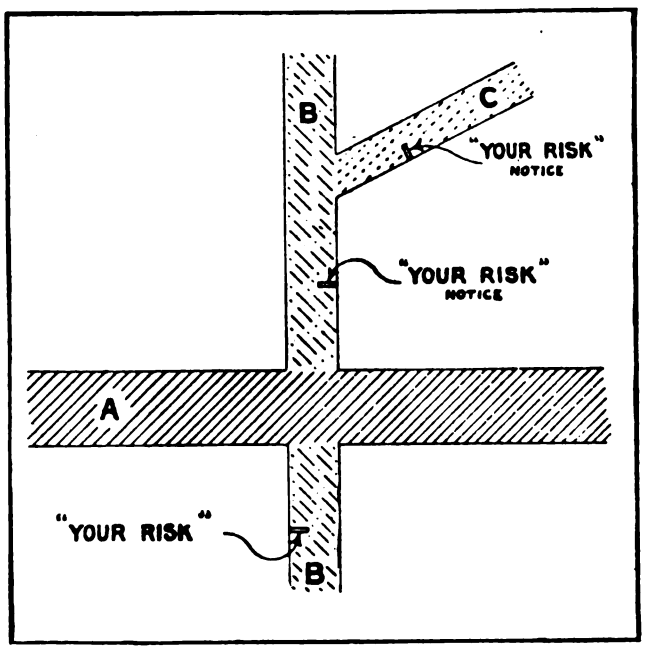
The situation, however, is very different with regard to the meeting of vehicles at road crossings and at the points of junction which roads make with one another.

At these places a real source of danger may be said to exist at all times, as users of the respective roads are without a clear rule of conduct and action.

The proposal now put forward seeks to establish a definite relationship between any two roads forming a junction with or crossing one another, so that one may be known unmistakably as superior to the other from a traffic standpoint, and having defined that, to impose upon the user (for the time being) of the lesser important road an obligation and responsibility in the manner of approach and access to the superior road.

The method of indication proposed lies in a notice appropriately placed on the inferior road, bearing the warning words "YOUR RISK."

The sketch plan shown indicates the idea and its working.



The road marked "A," cross-hatched in full lines, is a Class I route.

The road marked "B," cross-hatched in dot and dash lines, is a Class II route.

The road marked "C," cross-hatched in dotted lines, is an unclassified road.

At convenient places (say fifty yards from the points of junction in the country, and less in towns) the "B" road would be furnished with clearly visible "YOUR RISK" notices; similarly, the road "C," being inferior to "B," would be furnished in like manner; the words "YOUR RISK" being visible only to traffic approaching the superior road.

On being confronted with the words "YOUR RISK" the user of that particular road (either "B" or "C" in the case illustrated) would be clearly warned that connection to a superior road was about to be made and that access thereto could only be effected at his or her risk, having regard to the traffic thereon.

Further, the "YOUR RISK" words would indicate that, at the junction, traffic from the superior road might be expected, for which sufficient road space would have to be given.

Shortly, it means that the user of a superior road (superior that is to the one making junction with it) has the prior right of progress, within legal limits, over the user (for the time being) of the inferior road; the occupier of the inferior road giving way on all occasions, save only where the traffic is such as to necessitate the presence of police to control and direct.

As mentioned above, the first essential is for the Road Authority to advise, and for the Ministry of Transport to decide, which of any two roads crossing or joining one another is the superior as a traffic artery.

The classification recently instituted by the Ministry of Transport affords a basis—Class I roads obviously taking precedence of Class II, and Class II taking precedence of the unclassified or "other" roads.

Numerous cases will arise where Class I roads are crossed or joined by Class I, and Class II by Class II, and so on, but the Author is of opinion, from his own experience, that very little difficulty would, in practice, arise in settling which of any two roads, even of the same classification, was the superior.

If a fine point did arise, it could be decided by a census of traffic on the roads concerned.

The next essential lies in the form of warning notice on the inferior road. The Author has adopted the words "YOUR RISK" believing they convey to the average mind the sense of responsibility to be instilled.

The actual words, however, are not the prime consideration, so long as the warning is duly conveyed and appreciated.

The notice bearing the words should be distinctive, arresting, universal in its character, and of absolutely clear visibility. It might take the form of an arm attached to a vertical post placed on the side of the road most readily seen by the driver of an approaching vehicle, or it might be carried on a cross-bar over the highway with vertical posts on either side at a height of about 17 feet above the road surface.

With respect to warning by night, the Author regards this of lesser importance in view of the relatively strong head lights carried by mechanically-propelled vehicles, but he proposes that the warning notice should be so fixed as to be illuminated by the lights of an approaching vehicle, and that the post or posts supporting the notice should have special markings applicable only to the "YOUR RISK" warnings.

It would be fair comment on the proposals submitted in this paper to suggest that the travelling public, or at least a section, would disregard the "YOUR RISK" warning, and make it ineffectual and unworkable.

Against that view the Author submits the following points:—

(1) No person willingly enters into a road accident.

(2) Insurance companies, in considering any claim for damages, would take particular note of the "YOUR RISK" aspect, and, subject to the terms of the policy, decline liability if it appeared that the warning had been disregarded.

(3) The Judiciary, from Judges to Coroners, would have at hand a basis, at present non-existent, on which to assess responsibility.

(4) Short of legislation, a further "rule of the road" is sought to be established, which obviously calls for goodwill.

*Contribution to Proceedings of the Institute of Transport by COLONEL E. S. SINNOTT, C.M.G. (member), County Surveyor of Gloucestershire.

(The scheme described in this paper was originally submitted to the Institute on June 23rd, 1923).

Traffic Control.—Bedford Watch Committee suggests that the corporation should now take steps to put in force section of an Act to enable the committee to:—

(1) make regulations prescribing the line to be kept at street crossings and require drivers of heavy and slow-moving vehicles to keep to a particular portion of the street; and

(2) make it an offence to ride or drive so as to endanger the life or limb of any person or to the common danger of passengers in any thoroughfare.

If this latter section is applied it will no longer be necessary to prove that the riding or driving was furious.

A New Risk.—Chelmsford Town Council is asking the Home Office to make regulations to ensure the safety of petrol conveyances. A vehicle carrying 1,000 gallons of benzole recently caught fire in a public thoroughfare and it is presumed that the fire was due to a rear oil lamp which ignited a drip from a petrol can.

Tramway Board to run buses.—The Stalybridge, Hyde, Mossley and Dukinfield Tramways Board has obtained powers to run motor-bus services. The Board can borrow £20,000 for vehicles.

A Birkenhead Contract.—At Birkenhead Corporation the borough surveyor reported that the current contract for gas works cartage had expired, and that Messrs. Henry Jones & Sons, the present contractors, offered to continue the work for a further period of 12 months on the basis of the present contract, but at charges discounted by 7½ per cent. The offer was accepted.

Bus Rationing.—Under powers obtained in its last Bill, the Stoke-on-Trent Corporation has just introduced a new system of dealing with motor-bus traffic by prescribing the numbers of vehicles for the several routes in the town. Char-a-bancs are prohibited from plying for hire on these routes, being restricted to what are classified as country routes.

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Automobile Engineering as a Profession.*

MY first words as your President must be to assure you how greatly the honour which you have conferred upon me is appreciated, though the heavy responsibility of maintaining the prestige of the Institution at the high standard to which it has been raised by the work of its distinguished past-Presidents is one which I shoulder with humility, knowing my own shortcomings.

* * * * *

Before I proceed to the main theme of my Address, I feel compelled to touch upon two other subjects which are of supreme importance to the Automobile Engineer and to everyone in any way interested in the Industry, namely, Standardisation and Roads. Both these subjects have been dealt with by my immediate predecessor, Col. D. J. Smith and by his predecessor, Mr. G. W. Watson.

STANDARDISATION.

When standardisation has been carried far enough, the draughtsman will no longer have to spend hours in laying out some carefully calculated flange diameter and pitch circle; he will not have to draw out some dumb-iron, step bracket, lamp bracket, or radiator drain-cock to suit his individual fancy. For all such parts he will simply have to consult his Data Sheet and mark up the drawing "Standard Step Bracket No. 1" and indicate the position of the bolt holes from the Data Sheet and his work on that part is done, and so on with many other such parts. In the shops the saving is greater still. None of the standardised fittings will be made in the shops in driblets as is the present custom, but they can be ordered from the specialist in each particular line, who will be manufacturing them in large quantities with special plant, and so will be in a position to supply them from stock at a low price. The certainty of being able to purchase from stock means that the parts need not be ordered till almost the last moment, and capital will therefore be economised and the stocks in the stores can always be kept low—a double saving.

* * * * *

Summary of the advantages of standardisation:—

MANUFACTURING:

1. Number of sizes of sections, dies, jigs, patterns, bolts, nuts, etc., reduced to a minimum.
2. Production of parts reduced in cost because (a) a given tool equipment when set up will be utilised for a longer period on greater quantity production; (b) there will be a reduction in tool and jig costs; (c) there will be a reduction in overheads per piece.
3. Increased saving by producing in quantities, the producer having more confidence in a standard line.

SELLING.

1. Sales would be easier and export business more readily effected.

OPERATING.

1. Repairs more easily effected, and replacements more quickly obtained, so that in case of breakdown a vehicle is out of service for a shorter period.
2. Varieties and quantities of spares considerably reduced.

* * * * *

ROADS AND THEIR RELATION TO MODERN TRANSPORT.

The question of roadmaking and maintenance during the past ten years has undergone drastic changes. Engineers have at last proved that in modern construction of reinforced concrete roads certain principles of standardisation have been arrived at to secure durable road surfaces and life, to justify the heavy costs. The new trunk roads which were begun in order to relieve unemployment and for the benefit of the road users, have been built up to a width of 100 feet, with ample footpaths in addition, and the gradients have received careful study, whilst the motor industry is paying its share for the improvement of old roads and the building of the many new roads under construction.

It is possible that new principles of road finance may have to be adopted in the near future in order to secure an adequate road service throughout the country at the earliest date. Just how far it is really economic to spend large sums annually on the surface improvement and maintenance of old and entirely unsuitable roads, instead of capitalising a proposition for the expenditure of such large amounts and utilising it for complete reconstruction on modern lines, is a matter to which serious consideration should be given. The annual expenditure upon roads is now about double the amount prior to the War, and the question of the incidence of that burden as between the taxpayer, the ratepayer and special users should be investigated by an impartial and responsible Parliamentary tribunal. One thing is quite certain, and that is that the old theory of exclusive local responsibility for road expenditure is out of date under modern conditions, when the main arteries are great national highways for through road traffic. The Government has a vital responsibility in this matter, which it has recognised in principle but postponed in practice, and pressure should be exerted by all road interests in order that a thoroughly exhaustive investigation of the problem may be made.

LEGISLATION.

During the past year organised efforts have been made to change legislation in a way which will give a freer hand to our designers. I believe the Industry and users generally are convinced that the return to a petrol tax on a fuel basis would at once stimulate business and enable manufacturers to share in the markets of the world which were lost to them during the war. Co-operation of all important bodies in this direction will, I trust, be successful in time, when the many difficulties which surround the question are met, and this can only satisfactorily be achieved by all interested parties taking wide and long views.

AUTOMOBILE ENGINEERING AS A PROFESSION.

It can be said quite safely that no Industry in the world has grown so rapidly as that of automobile engineering. It is fairly accurate to state that at the outbreak of the War from twenty-five thousand to thirty thousand persons were engaged in automobile production. To-day the Industry is the third largest in the country, and with the return to normal conditions at home and a reasonable share of Overseas Trade these figures will increase considerably.

From its infancy it has attracted men of all types, and it embodies all and every science that can be used in the full and general terms of engineering. From the workshop apprentice to the mechanic, the graduate, the professor, the sales organiser and the financier, all are found working to solve problems which should ultimately advance the science of transport to a high degree of efficiency and to establish new principles which will benefit the human race. Work of this character possesses certain definite features which raise it to the dignity of a profession.

WHAT CONSTITUTES A PROFESSION.

We cannot have a profession until knowledge is built up from experience to guide those engaged in its pursuit. When a body of knowledge has been collected and organised, it can be imparted to others, and the individual who has assimilated it successfully may become a leader, both from a professional and a business point of view. A profession cannot count for much until it is recognised by the community whose servant it is to be. To establish the Automobile Engineering Profession in a true sense, its members must therefore have a vision of work and service, and must make every possible effort to secure knowledge and attain skill to be devoted to the service of that community. The term Engineer is used too freely, and is applied to many who are not by education or training entitled to this distinction. A declaration should be made by some competent authority by the issue of certificates to properly qualified persons, particularly those engaged in professional engineering.

* * * * *

THE EDUCATION AND TRAINING OF THE AUTOMOBILE ENGINEER.

A report on technical education, dated February, 1923, issued by the Board of Education and written by His Majesty's Inspectors who acted as advisers to the Board in respect to the education of the engineer, is worth perusal by all concerned in the training of apprentices as well as governing bodies and teachers in technical schools. The report deals with the general training in the Industry, technical education for the Industry, part-time courses, full-time courses, general criticism of the actual provisions, certification, and, last but not least, the co-operation of the Industry in technical education and information is given as to where help can generally best be offered locally in respect of:—

(1) Arrangements for the attendance of apprentices at a technical school.
(2) Appointment of suitably qualified part-time teachers and encouragement of such teachers.
(3) Equipment for special experimental laboratory work.
(4) Recognition, in promotion and otherwise, of work done by apprentices at the technical school; interest in the curriculum and certificates. (See section 7.)
(5) Scholarships.

THE PART TO BE PLAYED BY THE INSTITUTION.

The Institution has certain definite duties which it owes to its Members, namely, the collection, revision and distribution of information, the organisation of meetings, visits and social

* Extracts from a paper read before the Institution of Automobile Engineers by Mr. H. G. Burford, on the occasion of his election as President.

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gatherings, the procuring, publishing and discussion of papers and, last, but not least, the binding together by a bond of fellowship, friendship and mutual help of all those engaged in the Automobile Industry who are eligible for inclusion within its ranks and the encouragement of all its Members, especially those of the junior grades to aim high and to fit themselves for the highest positions. It can also find a fruitful field in maintaining the traditions of the past and encouraging and helping all who desire information on technical subjects.

* * * * *

To apply the accumulated knowledge and experience of the past, and to help all who are engaged in this great Industry to improve the future, is surely worth working for, and I sincerely trust we may find many men amongst us who have a wide vision of the useful part the Institution must play in the future progress of the Automobile Industry. On all Members I would urge a renewed interest in the Institution and its work, and if any words of mine in this Address serve to stimulate the active interest of the Members, then my efforts will not have been in vain.

Liverpool Shipping and Forwarding Agents' Association.

22nd Annual Meeting.

THE twenty-second annual general meeting of the Liverpool Shipping and Forwarding Agents' Association (Inc.) was held at the Exchange Station Hotel on October 31st.

Mr. E. H. Eckes, who presided over a good attendance, reviewed the activities of the association during the past year, referring in particular to the question of the association's representations on the Dock Board.

Amongst those present were:—Messrs. J. Jude (R. W. Stewart & Co.), J. Mitchell Jones (A. Gillespie & Co.), Fred J. Adams (Wm. Roberts & Co.), B. Ruete (T. Ruete & Co.), D. and T. T. Inglis (D. Inglis & Co.), A. W. Smith (H. & W. Nelson, Ltd.), W. D. Mills (W. D. Mills & Co.), J. P. Hoare (Patrick Thomson & Co., Ltd.), C. Meacock (Lamport & Holt, Ltd.), A. Stockwell (Stockwell & Co., Ltd.), Arthur H. Clint (R. Steinman & Co.), A. Phenna (Joseph Nall & Co., Ltd.), A. L. Bower (Northern Transport Agency, Ltd.), John Walton (James Hewitt & Co., Ltd.), W. S. Johnson (Geo. W. Wheatley & Co., Ltd.), J. A. Barker, Edward Roberts (D. W. Temple, Ltd.), Oscar Alexander, Edward R. Behrend, G. T. Lobb (Dutton, Massey & Co., Ltd.), Daniel Maccabe (Maccabe, Hughes, Alexander & Co.), W. R. Lloyd, and — Ehrenberg.

The chairman, at the outset of his remarks, referred with deep regret to the deaths of Mr. Horace Holt and Mr. W. H. Robinson, both members of the association, and staunch supporters. He congratulated the members on the satisfactory state of the association's finances, which grew stronger year by year. He was glad to be able to say that the reputation and influence of the association was also rapidly increasing. They were in constant touch with the Chamber of Commerce, United Trades Association, Steamship Owners' Association, and other kindred associations, as well as in closer contact now with the Mersey Docks and Harbour Board than ever before in the existence of the association. The association was working in close unison with them to counteract the scandals of overcharges which had been occupying so much of the time of the council, and which acted so greatly against the port of Liverpool. He could not urge on members too strongly to assist the Mersey Docks and Harbour Board to make the port of Liverpool compare favourably with other ports. Direct representation of the association on the Mersey Docks and Harbour Board would be, both for the protection of their client's interests and for the protection of the interests of shipping and forwarding agents, of great advantage, by ensuring an exhaustive hearing of both sides of the alleged scandal before, and not after, publicity was made.

During the past year the council had had very severe calls made on its time through many special meetings being called, apart from the usual monthly meetings, and very many matters of moment had been dealt with in the interests of members. The establishment of a transit warehouse at Bramley Moor Dock had been achieved and approved of by H.M. Customs, and he hoped would very shortly come into operation. He sincerely trusted this would be largely used and appreciated by members. Rates of freight, rail carriage, and port charges must still further be reduced in the interests of the export trade of this country, which was still in a bad way.

At the commencement of the year a spasmodic improvement raised their hopes, but only very soon to be dashed again to the ground. But they were still optimists of the future. They were like travellers on a mountain road. They believed that the city of prosperity was round the next corner. They struggled round the corner only to find a second corner hiding the view, and after succeeding in turning several corners, they began to wonder whether they were really on the right road. They must, however, have faith in their Government, and trust that there were not too many more corners still to turn. In spite, however, of their ardent desire for a reduced scale of living expenses, they did not want the Government to attempt in any shape or form to either inflate or deflate the currency of the nation, as either of these policies would, in his opinion, only lead in the long run to complete disaster.

The Ruhr question still undoubtedly prevented stablisation in rates of exchange, and thereby hampered trade. Although all their sympathies were with their French friends and allies, they could not help but see the disastrous consequences on British export trade entailed in the markets of Central Europe being put out of action. What was the use of a wonderful crop in any of the Republics of South America, for example, if nearly half their world's markets were closed, and they were unable to find purchasers to pay them enough money to buy goods of British manufacture, which they wanted.

It was pleasing to see that at last steps were being taken towards considering the building of a tunnel under the Mersey, which would be of great benefit to traders and the public at large, although, personally, he thought, that for the extra outlay a bridge would be of much greater value to Liverpool. Such a bridge would be one of the wonders of the world, attracting large numbers of sight-seers and making the port of Liverpool still more famous. It would be a wonderful advertisement. However, he supposed they must accept the verdict of the committee of expert engineers which had advised the tunnel scheme as being the most practical. After all, it was a comfort to know that something was being done in this connection, and they could only hope that the work would be put in hand as early as possible.

In conclusion, he thanked his colleagues for all the assistance and support they had given him during the past year, and formally moved the adoption of the report and accounts.

Mr. J. H. Hughes seconded, and the resolution was carried unanimously.

In accordance with the articles of association all members of the council retired this year, and on the proposition of Mr. T. E. Inglis, seconded by Mr. Oscar Alexander, the following were re-elected:—Messrs. Eckes, Hughes, Barker, Behrend, Evans, Jude, Mitchell-Jones, and Lloyd; and in addition Messrs. G. C. Horton and B. Ruete were elected members of the council. Messrs. Adams, Esplen, Johnson and Maccabe did not offer themselves for re-election.

Mr. Mitchell-Jones proposed, and Mr. Johnson seconded, a vote of thanks to the retiring auditors, Messrs. W. H. Mills and T. E. Inglis, who were re-elected for the ensuing year.

In moving a vote of thanks to the chairman, Mr. Jude strongly advocated representation of the Association, and also the Merseyside boroughs, on the Mersey Docks and Harbour Board.

Liverpool and District Short Cartowners' Association.

THE Liverpool and District Short Cartowners' Association held their usual monthly meeting on October 8th. Mr. S. Prescott, presiding. There were also present Messrs. Harvey, — Jenson, H. Jones, — Carruthers, L. F. Briggs, etc.

The secretary read a letter from the Commercial Motor Users' Association (Liverpool area) with reference to the suggested fusion of Liverpool and District Road Transport Associations.

Representatives of the Association who attended the conference at which this matter was discussed, presented a report, and after a lengthy discussion it was decided on the proposition of the chairman, that a sub-committee be formed to go fully into the scheme. The sub-committee consists of the chairman and Messrs. Briggs, Harvey, Jenson and H. Jones.

The secretary read a letter sent to the Master Farriers' Association. The committee were of the opinion that the agreement made with the Farriers' Association should be strictly adhered to.

It was decided that the points raised be discussed at the November meeting of the association.

The secretary read a letter addressed by Mr. C. Still, secretary of the Liverpool Cart and Motor Owners' Association to the Wallasey Ferries Committee, with reference to proposed improvements of the Seacombe Ferry intended to expedite the movement of vehicular traffic.

Wallasey Cartowners' Association.

The Wallasey Cartowners at their October meeting, considered a letter from the Wallasey Ferries Committee with reference to the Seacombe Ferry Improvements Scheme. After a discussion, it was decided to postpone more mature consideration of the project until the November meeting, to enable representatives who attended the conference at which this matter was discussed, to make their report.

The chairman, at the conclusion of the meeting, said that he would like to see a special circular sent to all members and possible members, with a view to a meeting being held at which the aims and objects of the Association could be explained.

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Activities of the F.W. & R.A.

Publicity.—Advertising is salesmanship, and in order to bring to the notice of the public the expert service which members of the Association have to offer the Publicity Committee has drawn up a Pamphlet which is the "Why" members of the Association should be employed when it is desired to undertake a removal. Members can obtain these pamphlets with their own name and address printed thereon upon application to the Secretary. Pamphlets can be supplied in Buff, Pearl and Pastel Blue Covers at 21/- for 250, 34/- for 500, 60/- for 1,000, etc., all carriage paid.

Uniform Methods.—The following suggestions have been submitted to the Executive Committee, who have referred the same to the Standing Sub-Committee for consideration and report. Members are also requested to send to the Secretary any other suggestions or points they would like to be brought before the Committee when dealing with the matter, it being felt that something is necessary to be done to place the status of the Industry on a sounder basis and a higher plane.

1. How can uniform methods be brought about?
2. For say—

PACKING FOR STORAGE AND SHIPMENT (TRANSPORT).

(a) In view of the many conflicting ideas as to the proper packing of household goods for Storage and Transport (Road, Rail, Sea), how can a proper standard of packing be arrived at?

(b) If it is possible to adopt a standard packing specification, how can Members be educated to conform to same?

(c) Could Railway Companies be induced to accept such packing as a standard for Company's Risk Rates in all cases?

(d) What method should be employed in packing goods for Storage or Transport at residence of client to guard against claims for alleged missing articles?

(e) Would it be advisable to insist on all furniture, rugs and pictures being wrapped or crated?

(f) In order to give like and efficient service to the public, should not the same standard of packing for Storage and Transport apply to small towns and firms, as well as to large cities and firms therein?

(g) Would it be possible and/or advisable to issue a standard book on packing specifications?

Unauthorised Persons Riding on Vehicles.—To protect members as far as possible from the results of accidents or injuries to unauthorised persons, riding upon their vehicles, the Association recommends members to have the words "None but authorised employees allowed to ride on this vehicle" displayed on their vehicles and also in the cabs. These words have been suggested by the Solicitors to the Association and will bring to the notice of any person so riding that the driver was not authorised to permit them so to do and will thus go a long way to establish his limited authority. Enamelled plates bearing the above words are now being issued at a cost of 1/6 plus carriage by the Secretary to Members. Orders should be placed as soon as possible.

Menai Bridge.—The Association is in communication with the Ministry of Transport on the question of the restriction of traffic across the Menai Bridge. The maximum weight allowed to cross is only 4 tons 5 cwts. thus prohibiting removals by road to the Isle of Anglesey, and the Association urges that the maximum weight should be so altered as to permit the passage of a loaded motor wagon and lift van over the Bridge.

Legal Questions.—Whilst the Association welcomes legal enquiries members will realise that it is impossible for the Secretary to give a considered opinion over the telephone. The points upon which information is sought should be put on paper and forwarded to Mr. Upton for his advice and if necessary the opinion of the Solicitors to the Association.

New Holland Ferry.—The Association calls the particular attention of its members to the fact that they cannot pass into Yorkshire by way of the New Holland Ferry and it must be avoided, otherwise members will find that they will have some 50 to 60 extra miles to cover to get to the Hull district. The trouble is that a report has been made to the effect that the ferry is not available for heavy motor cars and with a view to seeing whether it can be used for removals traffic by motor vans, the Association is in touch with the Ministry of Transport.

The British Association of International Furniture Removers.—Applications for membership are coming in very satisfactorily and the question of the adoption of a certain number of conditions that will apply to all countries without in any way clashing with the laws of each individual country, thus constituting an International Estimate and Acceptance Form with conditions, is being considered. The Secretary asks for the views and suggestions of Members in this connection. At the last Council Meeting the Tariff Committee submitted their proposals as regards Great Britain and the matter is to be further considered at the next meeting. The Council desire that Members in the various countries should submit their proposed Tariff Charges for their own towns and districts at the earliest possible moment, it being important that no delay in proceeding with the matter should arise. It is hoped that some of the Removal and Warehousing Conditions it is proposed to apply in England and to be embodied in a form of Contract will be found applicable for adoption internationally. In the meantime Members are recommended to utilise, adopt and use the conditions of their own countries applicable to international removals.

Estimator's Certificates.—This scheme is being taken up with considerable enthusiasm in various parts of the country judging from the Applications that have already been received from applicants anxious to secure Certificates.

Roads and Approaches to the London Docks.

A public meeting was held at the Cannon Street Hotel, London, on October 23rd, to consider proposals for improving the present inadequate approaches to the docks of the Port of London, and Lord Kylsant, G.C.M.G., President of the London Chamber of Commerce, who took the Chair, said that notwithstanding the growth and expansion that has taken place in the Port itself, the approaches to the docks have remained practically stationary.

Motor transport was growing daily, and while new and better roads were being constructed in all parts of the country, there, in the hub of the Empire, and at the greatest port in the world, stagnation prevailed so far as road improvements were concerned. Owing to the road approaches to the docks being so unsuitable and inadequate for modern motor traffic, the Port of London Authority were now contemplating the expenditure of enormous sums on the extension of Tilbury Docks, most of which money would be far better employed in building another great dock near the King George V Dock. Suitable roads should be constructed to give adequate scope for commercial motor lorries and fast motor traffic, as well as for the old horse-drawn vehicles. It was true that would be expensive, but surely it was urgent work of the greatest national importance, which would provide employment for a very large number of men. In the view of the London Chamber of Commerce it would be far better to put in hand the construction of the required roads to the docks in the London area, and so give regular employment to many thousands of men at present out of work, than to pay them doles.

REMUNERATIVE RELIEF WORKS.

Mr. E. B. Trediven said that at a time when there was so much unemployment it was far better that work of great national importance, such as that proposed, should be carried out at the expense of the national exchequer, if need be, rather than continue to pay fifty million pounds a year in doles. The majority of the men preferred to work for pay than stand idle and receive the dole. The scheme proposed would simply mean paying in wages what otherwise would be paid out in doles.

UNEMPLOYMENT THE CANKER IN THE STATE.

Mr. E. C. Grenfell, M.P., said the improvement of the roads and approaches to the docks was one of the very few schemes which the Government could assist and which was ready to be proceeded with. Many schemes put up to the Government would take a long time to organise, and in his opinion some of the proposals already undertaken might result in production of a class of goods difficult to sell. The proposal now was to make permanent improvements which could be started at once, and the money spent would put the Port and the City of London in a position to compete with the best port in the world.

Unemployment to-day was the canker in the State, and by the resolution which he hoped the meeting would pass, they would ask the Government to assist not the casual labourer only, but also the bricklayers, the contractors, etc. It was a dreadful thing to see skilled men slouching about. The artisan and the engineer were not slouchers but took great pride in their trades.

The meeting unanimously passed a resolution that the improvement of road facilities to the docks should immediately be undertaken by the Government in the national interest, and requesting the London Chamber of Commerce to arrange for a representative deputation to wait upon the Government accordingly.

Diverting a Road.—Durham County Council reports that the County Surveyor and the deputy clerk had attended conferences relative to the question of South Shields motor-bus services, when the point as to the principle of a contribution by the railway company and the South Shields Corporation towards the cost of diverting a road and providing a new bridge was considered. It was understood that both parties were favourably inclined towards the principle of contribution, but no figures were arrived at. The Transport Ministry has promised to go into the matter and notify what grant it was prepared to make.

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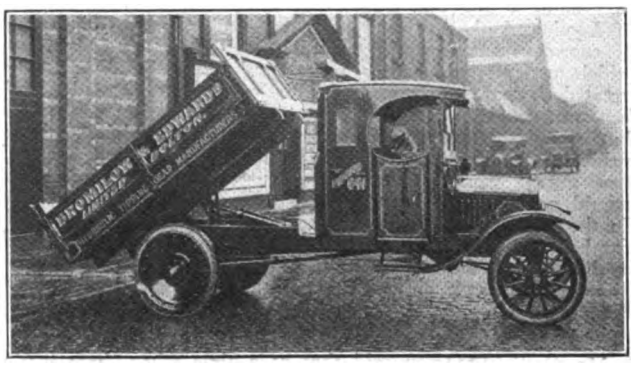
The Bromilow & Edwards' Hydraulic End-Tipping Gear.

A Specially-designed Set for Ford One-Tonners.

IN the manufacture of tipping devices for motor vehicles probably no firm enjoys a higher reputation for the practicability, efficiency and sturdiness of their productions than Messrs. Bromilow & Edwards, makers of the well-known hydraulic tipping devices, which bear their name, devices which have been adopted as standard by most of the leading commercial motor manufacturers and users throughout the country. Quite recently the firm have placed upon the market a very efficient type of end-tipping gear, especially designed to suit the Ford one-ton and similar vehicles. The mechanism is simple, consisting of a geared pump, control valve, oil reservoir, rams and necessary tube connections. The pump which is driven from timing gear is operated by a clutch the control for which is located in a convenient position on the dash board. The hand operated control valve for the oil supply is located in an accessible position beneath the driver's seat. The oil reservoir, ram body, hinges, etc., are carried on a sub-frame which is attached to the main frame by four bolts, two to each side member. The ram, which is carried by a substantial cross member of the sub-frame, is located in a horizontal position, an arrangement which permits of a very high angle of tip, a matter of considerable importance to municipal authorities, roadmakers, and repairers and others transporting materials of an adhesive character. The lifting arms, to which are attached the ram crosshead, are fitted at the forward ends with wheels operating in guides or runways



The Bromilow & Edwards' new hydraulic tipping gear for Fords.

attached to the underside of the body, the design is on the cantilever principle, an arrangement which reduces the stresses upon the lifting mechanism to a minimum, at no period of the operation of tipping is the maximum weight of the load thrown upon the gear. The average time taken to tip the load is 11 seconds, the return of the body to normal being carried out in 6 seconds. The set, which carries with it the usual high reputation for efficiency, quality of materials and workmanship so characteristic of the Bromilow & Edwards' productions, is marketed complete at the remarkable low figure of £27/10/0, can be fitted by an ordinary mechanic in a few hours, the only alteration to the chassis being the removal of the small timing gear cover which is replaced by a special one provided in the set. Further particulars of this tipping gear may be obtained at any time from Messrs. Bromilow & Edwards, Bark Street, Bolton.

The "Austin Seven" Commercial Traveller's Car.

IN the "Austin Seven" commercial traveller's car every need of the "Commercial" has been carefully considered and fully provided for. In saving time alone the "Austin Seven" justifies adoption in his sphere. At present many hours are wasted each week by every representative travelling by rail, owing to poor train services, by missing important connections because of a prolonged interview, by unloading the samples at the station and moving them by hand truck. With a suitable car the traveller becomes independent of trains and may utilise the great amount of time saved with the utmost intensity. The "Austin Seven" is an investment which should appeal to business men. The chassis may be depended upon to do its work with regularity.

The space available, all under lock and key, for carrying samples, and personal luggage is nearly 11 cubic feet. On the left of the driver is a strongly bound box of 3-ply wood 34 in. long 19 ins. high and 11·5 in. wide, giving a total capacity of 4·8 cubic feet. It has a strong lock. It can be removed bodily or replaced in two minutes.

The body of the car has two shelves 10¼ in. wide, and hinged to the top part. With it they can be easily removed when desired, making packing easier. The rear compartment has a capacity of 6 cubic feet. Its height is 41 ins., width 32 ins. to 39 ins., depth 14 ins. to 17 ins. The rear double doors together measure 24 ins. by 15 ins. The framework is built up of seven 1 in. by ¾ in. bent ash laths, strongly braced together and covered with 3-ply wood at the top and sides; the corners are neatly strengthened with aluminium, and the whole is covered with durable water-proof cloth. The chassis members are extended 10 ins. at the rear to support the load, and extra strong springs are fitted. The driver's seat is of very comfortable bucket pattern, eliminating fatigue. The canopy can be raised or lowered in a few seconds, and four straps are provided to prevent it rattling, when folded back. In bad weather two celluloid windows provide complete enclosure and protection, with the two-piece windscreen.

The carrying capacity is 2½ cwt., the overall length is 8 ft. 10 ins., width 3 ft. 10 ins., wheelbase 6 ft. 3 ins., and total weight 7½ cwt. The track is 3 ft. 4 ins., the engine develops 7.8 h.p. R.A.C. rating or 10.5 b.h.p. It has a magneto ignition and forced lubrication. The cooling is of the thermo-syphon system. The crankshaft has roller bearings. Power is transmitted through a single plate clutch to a three-speed gear box. The final drive is by shaft and helical bevel. There is one semi-elliptic cross spring in front and quarter elliptic springs at the rear, steering is worm and wheel. There are brakes on all four wheels, hand brake to the front wheels. The wheels are detachable and fitted with 26 in. by 3 in. non-skid tyres and a spare wheel is carried at the back of the car, the tank holds 4 gallons. Lighting is by a gear driven dynamo with accumulator, the price is £165 at the Austin Motor Co.'s works, Longbridge, near Birmingham.

Motor Identification Plates.

THE National Council of the Commercial Motor Users' Association (Inc.) draws the attention of all commercial motor vehicle owners to the following requirements of the Road Vehicles (Registration and Licensing) Regulations, 1921, with regard to identification plates:—

(1) Identification plates must be displayed on the front and back of every motor vehicle. If a trailer is used, it must carry at the rear a plate with an identification mark and number corresponding with the mark and number which is on the front of the vehicles by which it is drawn.

(2) The plates must be in an upright position so that every letter or figure on the plate is upright and *easily distinguishable.*

(3) Between half an hour after sunset and half an hour before sunrise the rear plate must be illuminated so as to render *easily distinguishable every letter or figure.*

(4) Every plate must be rectangular and bear upon it in white letters and figures on a black background the registration mark and number. All letters and figures must be 3½ ins. high; every part of every letter and figure must be ⅝ in. broad; and the total width of the space taken by every letter or figure, except in the case of the figure 1, must be 2½ ins.

The space between adjoining letters and between adjoining figures must be ½ in. There must be a margin between the top and bottom of the letters and figures, and the top and bottom of the plate of at least ½ in., and a margin between the nearest part of any letter or figure and the sides of the plate of at least 1 in.

The space between the letters and the figures must be 1½ ins. If a plate is used on which the letters are placed above the figures, the space between the letters and the figures must be ¾ in.

(5) The plates should not be placed so low as to render it probable that they will become obscured by mud on a wet day. If they are placed too low the owner may be summoned for aiding and abetting the driver if the plates become obscured by mud.

(6) Plates should be repainted whenever necessary without waiting until the vehicle is overhauled.

The following are typical causes of summonses being issued:—

(a) Plates not fully illuminated.
(b) Plates require repainting.
(c) Plates placed too far under body.
(d) Plates obscured by overhanging load, by tail board hanging down, or by tarpaulin which has slipped.
(e) Plates obscured by mud.
(f) Trade numbers allowed to swing backwards.

Instructions should be given to drivers to examine the number plates frequently to see that the regulations are complied with.

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The Institute of Transport.

Fourth Annual General Meeting.

THE Fourth Annual General Meeting of the Institute of Transport was held in the lecture theatre of the Institution of Electrical Engineers, on Monday, November 5th. Before the Meeting the President, Sir Joseph Broodbank, and Lady Broodbank received the members, and light refreshments were served.

The business, which was of a formal character, consisted of passing the report of the Council and settlement of accounts and the election and remuneration of auditors.

At the conclusion of the business a paper was read by Major T. Salkield, member, on a Transport Adventure in Persia. Major Salkield was introduced by the President who said that he had had a distinguished career as an engineer in India in connection with the important city of Delhi, now the capital of the Indian Empire, and had also served the country well in France during the Great War.

Major Salkield in introducing his paper said that it was not of a technical character suitable for the archives of the Institute and although this was correct the story of the journey through Delhi to Meshed in Persia was a most fascinating one. The hardships endured were set forth in eloquent language by the lecturer whose humorous asides were much appreciated by the large audience.

The lecture was illustrated by lantern slides showing the difficulties which had to be overcome in the way of mechanical transport, the vehicles used consisting of one British motor lorry and two American trucks. Whether the results of the exploration will be seen in the making of a highway from India to Persia remains to be seen but it was another fine example of endurance, perseverance and pluck in overcoming obstacles and difficulties for which qualities we, as a nation, are justly proud.

A hearty vote of thanks was passed to the lecturer on the proposition of Sir Henry Maybury who spoke in high terms of appreciation of Major Salkield's work in France and particularly on the Somme.

The Annual Report of the Council for the year ended 1922-23 contains the following paragraphs:

CONTINUOUS PROGRESS.

A review of the continuous progress made during the past four years justifies the belief that, not only has the Institute proved a worthy contemporary to the older professional institutions—to whose practical assistance it owes so much, but it is now firmly established and is recognised as the organisation devoted to the co-ordination and development of the science and art of transport in all its varied aspects.

Transport being the foundation of trade and commerce, it follows that the wider the field of investigation and research and the greater the facilities for acquiring and disseminating knowledge of the theory and practice of transportation, the larger will be the measure of benefit which will accrue to the community.

NEW CLASS OF ASSOCIATE.

The class of Associate formed under the new Articles of Association provides for the election by the Council of persons who, though not qualified as Corporate Members, have rendered, or are rendering, such services to transport, or have been, or are, so connected with transport or any of its applications as, in the opinion of the Council, justifies their election as Associates, and who obtain a nomination for election as Associates from two Corporate Members in such form as may from time to time be required by the Council. Each Associate elected receives a diploma.

READING ROOM FOR MEMBERS.

A reading room for members has been provided and furnished at Headquarters, and is available for use during ordinary office hours. It is hoped members will take advantage of this new facility.

MEMBERSHIP.

The membership of the Institute is now 1,636, the figures for the three previous years being 652, 1,081 and 1,318 respectively.

CONGRESS AT BRISTOL, 1924.

At a meeting of members resident in the West of England, held under the chairmanship of Sir Henry White-Smith, C.B.E. (Member of Council), at Bristol, on Thursday, September 20th, a formal invitation was extended to the Council to hold the next Institute Congress in that city. It was tentatively suggested that the Congress should take place during the week commencing May 29th, 1924.

A Local Committee was formed consisting of Sir Henry White-Smith (chairman), Messrs. A. Bambridge, H. R. Campfield, J. G. Corfield, P. H. England, W. E. Hardy, S. C. Hartnell, W. T. Lalonde, S. E. Manning Lewis, D. Ross-Johnson, E. S. Sinnott, S. E. Smith, E. J. Stead, W. T. Venton, W. G. Verdon Smith, G. H. Wheeler, W. F. Wilson and F. H. Wort.

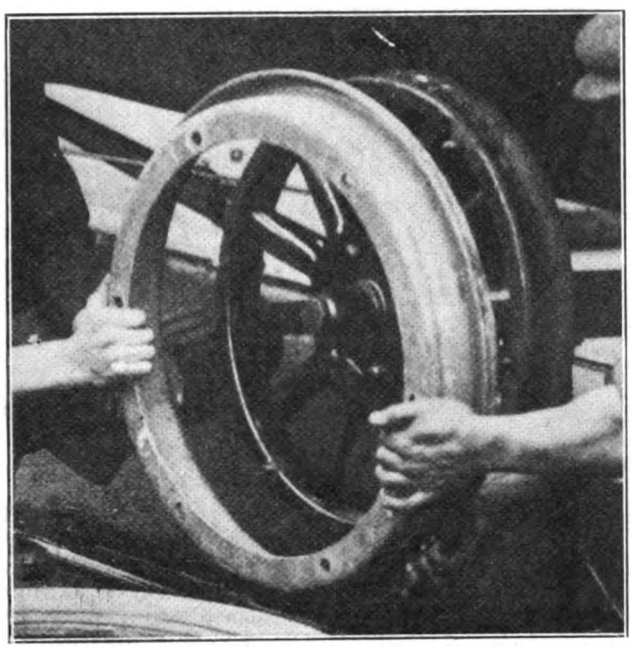
Messrs. R. H. Jones (Bristol Docks) and F. G. Kingston (Bristol Tramways and Carriage Co., Ltd.), were elected Local Hon. Secretaries.

Motorailers.

THE first demonstration of Motorailers was given last month at Slough under the direction of the Motorailer Transport Co., Ltd., whose offices are at Avenue House, 21 Northumberland Avenue, London, W.C.2.

Motorailers comprise four kinds of devices for enabling motor vehicles to travel on rails and change from road to rail, or *vice versa*, they are covered by numerous patents applied for by General Sir H. C. Holden, K.C.B., F.R.S., M.I.E.E., Mr. Arthur B. Taylor, A.M.I.C.E., and Mr. George Lynch. The company formed in January last has been occupied since in experimenting and testing. The Motorailer system applies mainly to the Colonies and Overseas Dominions, and if it is as practical as we believe it is, it should be a matter of great importance as a help to improving communications and therefore assisting colonisation throughout the Empire.

The adoption of petrol motors for use on rails is on the increase all over the world. Several hundred lines have them in the States. Three types are in use on the C.P.R. Sir Henry Thornton has just placed an order, we are informed, for 1,000 motors for the Canadian National Railways, and even in England they are running on 11 short lines. All these vehicles are arranged for running on rail and rail only. By using Motorailers they are enabled to run on roads equally as well. The Motorailer is particularly suitable for F.W.D. vehicles. It is stated that in New Jersey, U.S.A., the F.W.D. machines handling freight cars over a 52-mile track with 25 gradients



The Motorailer road to rail and vice versa change-over device.

of 6 per cent. or more, have shown a monthly saving over steam locomotives of nearly 1,000 dollars, and in Oklahama, on a short line with all classes of traffic, similar machines have shown a monthly saving of 1,190 dollars. It is also stated that the New South Wales Government Railways have successfully demonstrated the adaptability of ordinary road chassis to railwork by converting a motor lorry, which has been running on the streets of Sydney, into a motor-train with trailer, which has been in successful operation for over two years. The car has seating accommodation for 33 and the trailer carries goods and parcels. The gross earnings per train mile during 12 months were 50.31d., and the working expenses 14.85d., excluding share of maintenance of track, which is also used for steam trains.

The company proposes to place on the market other devices, covered by patents known as Motorlifters, by means of which the heaviest lorries are able to extricate themselves from deep mud or sand by their own power. The Motorailer device or devices consist of circular flanged boxes which encase the wheels and are easily adjusted. The idea may be gathered from the accompanying illustration, where a Ford one-tonner is being changed from road to rail.

New Bus Services.—Lytham St. Anne's Corporation reports that it has now obtained the necessary power to enable motor-bus services to be inaugurated.

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In the Motor Industry.

Mr. S. F. Bowser visits England.—Mr. S. F. Bowser, the originator of Bowser petrol and oil pumps, accompanied by the president of the firm, Mr. S. B. Bechtel, arrived on the 4th October for the purpose of visiting their various offices throughout Europe. The first petrol pump was designed by Mr. Bowser in 1885, and in June last the originator unveiled the millionth petrol pump manufactured by the firm. Statistics show, we are informed, that the Bowser Company have averaged one pump every six minutes for the last 38 years. Mr. Bowser opened the English business in the latter part of 1912; while at the present time there are over 7,750 Bowser systems in daily use throughout Great Britain.

Mr. S. F. Bowser entertained the Managers of the English and Continental branches of Bowser & Co., to a banquet at Imperial Restaurant, Regent Street, on Friday, November 9th. Acting as his lieutenant was Mr. S. B. Bechtel, the President of the Company who gave a very interesting line of thought on the policy of the Bowser Company's business for the ensuing year, while Mr. Bowser dealt with the growth of the Company in Europe since its inauguration in 1913. It was interesting to note that in 10 years the Bowser Company, who were the first to introduce the petrol pump into Great Britain, had been able to instal nearly 8,000 equipments. This alone is surely a proof of success.

Mr. A. Campbell McMinn.—Mr. McMinn, whose photograph we reproduce, has recently resigned his position from the staff of the St. James' Advertising and Publishing Co., Ltd., to take up an appointment in connection with the publicity of the British Petroleum Company, Ltd., Mr. McMinn is well-known in both the manufacturing and selling branches of the commercial motor industry, and has specialised in motor publicity for many years.

Mr. B. W. Hussey.—Mr. Hussey, who has been connected with Messrs. Automobile M. Berliet, of London and Lyons (France), for the past 3½ years, has now joined the Four Wheel Drive Lorry Company, Ltd., of 46 Charing Cross, London, as assistant sales manager. Mr. Hussey entered the motor trade in 1913, and served during the war with the M.T., R.A.S.C.

Mr. C. Douglas Terry.—It is interesting to note that Mr. C. Douglas Terry, the son of Mr. Alfred E. Terry, has lately joined the staff of Herbert Terry & Sons, Ltd., Redditch, of Spring fame. In this capacity he has decided to follow in his father's footsteps, and he has our good wishes for a very successful career. Mr. Douglas Terry served in the R.F.A. in the Great War, entering the army direct from public school life. Afterwards he continued his education at Jesus College, Cambridge, where he secured his degree of B.A. on the engineering side. He is still continuing his engineering studies, and at the same time entering upon the practical and commercial side of the "Terry" business. From this we can reasonably assume that the House of "Terry" will receive solid and valuable support from the younger generation.

Mr. Hopper and the Craig Engineering Company.—Mr. Hopper, of Frank Hopper & Sons, Ltd., has been appointed to a seat on the Board of Directors of the Craig Engineering Co., Ltd., 36 Smith Street, Kinning Park, Glasgow, and will control the commercial affairs of the Company. The Craig Engineering Co. (Glasgow), Ltd., are specialists in the manufacture of lifts, garage turntables and tipping gears of all types.

Mr. A. Campbell McMinn.

Mr. B. W. Hussey.

Mr. C. Douglas Terry.

Traffic Notes.

Maxwelltown Town Council has granted licences to Messrs. Richard Percival for a bus service between the town and Dumfries.

* * * * *

Nelson Corporation is applying for sanction to the experimental running of motor omnibuses within the borough.

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Blackpool Watch Committee has given a licence to Mr. William Smith for a motor bus service between the town and Hardhorn.

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Having inspected a motor coach for which Mr. A. W. Green applied for a licence and found it satisfactory the Brighton Watch Committee has granted the licence.

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Mr. James Hutchinson proposes to run a bus service between Tynemouth and North Shields.

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Mansfield Watch Committee reports that there are now 197 omnibuses licensed and 49 small cars. It is pointed out that the small cars are also used for private hire and do not run a regular service from the stands.

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Reporting on the traction problem, the Dover Corporation Tramways manager states that motor buses could be effectively used at the extreme ends of the tramway system.

St. Albans Watch Committee has made arrangements for parking facilities in the centre of the town, the idea being to encourage motorists to stay in St. Albans.

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Preston Corporation Tramways Committee has considered a suggestion by the Chief Constable that tramcars should not stop opposite each other but decided to take no action in the matter.

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At South Shields Watch Committee the Chief Constable reported that the Northern Transport Co., Ltd., Chester-le-Street, had taken to the central police station for his inspection a motor omnibus of a type which was in use in the Sheffield district. He asked for the views of the Committee as to licensing such a vehicle, which was of the double-deck type, with a seating capacity for 51 passengers; unladen weight 5½ tons; front axle weight 3½ tons and rear axle weight 6 tons. The Committee agreed to licence such vehicles.

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Brighton Watch Committee has transferred the licences of six motor cycle side-car taxis from the Brighton Bi-Car Co. to Mr. J. E. Haig. The Chief Constable has reported that the motor cycle side-car taxi for which Mr. A. W. Green had sought a licence had been inspected and found satisfactory and the Committee has granted a licence accordingly.

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The L.C.C. is widening the carriage ways, main bridges and fall bridges at the Woolwich Ferry, at a cost of £2,500, so as to permit of the passage of motor vehicles measuring 7 ft. 6 ins. over the wheels. To avoid delays the Council as an experiment has arranged for vehicles to leave the ferry by both bridges, incoming vehicles waiting on shore till the bridges are clear and then entering the ferry by both bridges.

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Overseas News.

(Supplied by Reuter's Trade Service.)

New Motor Car Factory in Hungary. — In spite of hindrances to the import of motor cars caused by Government regulations the demand in Hungary remains very active, a motor car being considered an advantageous investment in this country, and home manufacturers are making efforts to increase their production. A new enterprise recently started under the name of the Uher Motor A.-G. has introduced an interesting novelty in their automobile construction. It consists of a change in the motor which allows better use to be made of the gas tension and effects a saving in petrol said to amount to about 25 per cent.

German Air Traffic in 1922.—Heavy Increases.—A Berlin message states that German commercial aeroplanes last year made 2,504 flights, carrying 7,730 passengers and 65,380 kilogrammes of goods and mails. The number of passengers exceeds by one fourth the number carried in 1921, while the amount of goods and mails dealt with more than doubled in comparison with the preceding year. The greatest number of passengers was carried by the Berlin-Stettin-Dantzig-Koenigsberg-Kovno-Riga line, worked by the Lloyd-Ostflug. This line carried 1,614 passengers and covered 250,250 kilometres.

Proposed Model High Road in Sweden.—Industritidningen Norden urges the construction of a large model high road across Sweden to serve as a model for the improvement of Swedish roads and at the same time be used for transit traffic.

Launceston City Council.—The list of works proposed by the Launceston City Council during the current year include the following items, says the *Industrial Australia*:—Waterworks extensions, £3,201; tar macadam mixing machine, £350; street construction, £4,967; tramway extension, £10,428; general sewerage works, £20,000; tramway tower wagon, £650; electricity works—adaptation of distribution system for higher voltage, £9,500.

Australian Shipping and Engineering News.—The Town Council at Williamstown, Melbourne, has been obliged to make a temporary halt in its proposed scheme for improving the port of Williamstown, the cost of which was estimated at £3,000,000. Owing to various arbitration awards, fares and freights in the Spencer's Gulf coastal service in South Australia have been increased. The Rockhampton (Q) Harbour Board has decided to apply to the State Government for a loan of £45,000 to improve the estuary of the Fitzroy River and carry out dredging on the south channel.

Canadian National Railways.—Discussing the affairs of the Canadian National Railways system in Canada, Sir Henry Thornton, chairman of the National Railways in a statement issued to the press, said that for the first half of 1922 the system as a whole was operated at a deficit of $2,935,997, while for the first six months of 1923 this deficit was turned into a surplus of $1,512,231 or an increase in net earnings of $4,438,228. Within the period under consideration the operating ratio was reduced from 102·85 per cent. in 1922 to 98·71 per cent. in 1923. This was accomplished in the face of the floods and adverse weather conditions which obtained in March and April of 1923, as is emphasized by the fact that for the first six months of 1923 "removal of snow and ice" involved the system in an additional expenditure of $1,548,000 over the same period of 1922; in addition to which there was a loss of revenue due to interruption in traffic, reduced engine loads and all of the collateral expenses which arise from such sources. Sir Henry said: "The rate of improvement will not only be maintained but should be materially improved because the last six months of the year, in the history of the lines now included in the National Railway System, have always been the most profitable half of the year. In short, several of the heavy items of expense have been cared for in the first half of the year. The railway has stripped itself for action, is prepared to handle with economy and despatch the large grain movement which is anticipated, and there is no reason to feel but that when the year is closed the net results will constitute material improvement over the same results for 1922."

Quebec Spends Sixty Million Dollars on Roads.—At a meeting of the Canadian Good Roads Association in Quebec, Mr. J. E. Perron, Minister of Roads for the Province of Quebec, said that by the end of the year the province would have spent $60,000,000 on good roads. On the Montreal-Quebec highway now there was an average traffic of one thousand motors a day.

United States Electric Vehicle Market.—After a lull of several weeks, business in the electrical vehicle market is beginning to show signs of improvement. Four truck manufacturers reported that they had each sold from one to four vehicles during October. One truck manufacturer, who advertises more extensively than his competitors, is enthusiastic with regard to business during the coming season. A most important feature of the Electrical and Industrial Exposition, recently concluded, was the display of electric trucks and accessories. The Steinmetz Electric Truck Co. exhibited a one-ton delivery wagon, with specially designed body, which has been driven over 104 miles on a single battery charge, carrying 660 pounds and three men. This truck is capable of obtaining a speed of from sixteen to eighteen miles an hour with a full load, and approximately twenty miles an hour unloaded. The Commercial Truck Co. exhibited a two-ton chassis and a one-ton body delivery truck; the Walker Electric Vehicle Co. showed a chassis and a three-quarter ton truck; the Walker Electric Truck Co., the Autocar Co., and the O.B. Electric Co. also exhibited trucks. Among the tractors, trailers and hoists exhibited were those of the Baker R and L Electric Co., and the Yale and Towne Manufacturing Co. Storage batteries and exhibits of sections and parts of batteries were displayed in the booths occupied by the Edison Storage Battery Co.; the Sarvas Electric Co., New York distributors for the Westinghouse Electric Co.; the Electric Storage Battery Co., of Philadelphia and the Philadelphia Storage Battery Co.

Ford Company in Chili.—It has been announced that the Chilean Government has granted a concession to the Ford motor interests, permitting the erection in the vicinity of Santiago of a factory for the fitting of the cars made by the company. An establishment similar to that already in operation in Buenos Aires, to permit the stocking of a large supply of Ford necessities, will be built. Cars will arrive in Chile in parts, instead of, as at present, ready for the road. The British company at present acting as general agents will continue as such, as the Ford Company does not intend to sell direct in Chile. The factory is expected to be completed early next year.

Closing of Navigation on Great Lakes.—The Department of Marine and Fisheries has issued notices to mariners on the Great Lakes that closing of navigation this autumn is officially fixed for six o'clock on the evening of December 14. The Sault Ste Marie canals will be closed then for the season.

Tenders for Running Kowloon Tramways.—The Hong Kong Government invites tenders closing January 31st, for running and maintaining the tramways at Kowloon.

American Imports and Exports of Motor Cars.—Fifty-nine automobiles and chassis valued at 47,116 dollars were imported into the United States during August, against 33 valued at 62,944 dollars, in August, 1922. Exports of motor trucks and buses (electric excepted) in August, totalled 1,646, valued at 1,120,005 dollars, of which Belgium took 333, Australia 256, Japan 226, Canada 77, Spain 75, and the British Isles 58. Exports of passenger cars (electric excepted) in August, totalled 8,411, valued at 5,954,814 dollars. The largest purchasers were:—Australia (2,072), Argentine (806), Canada (596), Belgium (500), Cuba (487), and the British Isles (149).

American Electric Railway Industry.—The omnibus is finding its place as a supplemental service to electric railways, and as such is rendering great help in the transportation problem, Mr. C. D. Emmons, president of the American Electric Railway Association, declared recently in opening the organisation's annual convention. More than 100 electric railways are using a total of 1,000 buses in which they have invested 6,000,000 dollars, he said. He also added that unfair bus competition was being eliminated. "The electric railway industry is in better condition than at any moment since the world war upset the equilibrium of the country," Mr. Emmons said.

Vancouver-Manchester Shipping Service.—A new service between Vancouver and Manchester will be inaugurated on December 15th by the Furness Withy Steamship Company.

Svea Company's Services to Baltic States.—A message from Stockholm says the Government has granted the State subvention of Kr. 27,000 recommended by the Board of Trade to Rederiaktiebolaget Svea for the inauguration of regular passenger and goods traffic between Stockholm and the Baltic States. Aftonbladet says that the service is expected to begin at the turn of the year.

Estonian Building Schemes.—Reuters Trade Service learns that the municipal authorities of Tartu (Dorpat) have under consideration the construction of a new bridge over the River Emajogi, to be built of iron or ferro-concrete. Tenders are invited up to February 1st, by which date the plans and estimates must be submitted to the Linnavalitsus, Tartu (Tartu Town Council). Particulars and technical conditions can be obtained from the Linnavalitsus, Tartu, or the Estonian Legation, 167 Queen's Gate, London, S.W.7.

Moscow Bus Service.—The tram service being insufficient to deal with the wants of the ever-increasing population of Moscow, a motor-bus service will be introduced forthwith. French firms will supply the buses.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

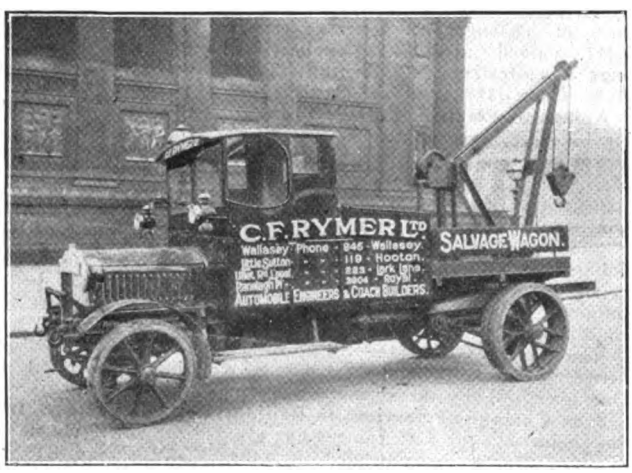
Shipping and Forwarding Agents.—Trade continues to be small. Outward traffic, which is still being competed for, lacks bulk, and inward traffic keeps steady at a low level. There is no change to be noticed in steamship freights, but the tendency in the downward direction continues to be most marked. Now that the general strike of Irish transport workers is practically over there is the expectation that there will be a considerable revival in the cross channel trade.

A Novel Advertising Motor.—Our illustration is of a toffee shop motor built on a Leyland chassis owned by Messrs. Barker & Dobson, of Liverpool, who exhibited it in the recent Liverpool Candy Week processions.

A Toffee Shop on a Leyland Chassis.

Lay-Bys for Steam Wagons.—The Liverpool Area Committee of the Commercial Motor Users' Association has been in communication with the Chester County Surveyor on the question of the provision of lay-bys for steam wagons requiring water on the Chester-Wrexham road. Many complaints have been received by the Association as to the inadequacy of the existing facilities. The question that has arisen since the C.M.U.A. voiced their complaint is:—who is to bear the cost? This matter is now being investigated.

New Salvage Wagon.—Messrs. C. F. Rymer, Ltd., of Liverpool and Wallasey, have just added to their fleet of motor haulage wagons and motor coaches, a three-ton Albion chassis equipped with a Herbert Morris three and-a-half ton crane. This unit is intended to be a useful auxiliary to the general



A Herbert Morris 3½-ton Crane mounted on a 3-ton Albion Chassis.

haulage, repair and salvage services, in which Messrs. Rymer are specialists.

The New Water Supply Scheme. — Up to the present 66 gross of tokens have been supplied by the Liverpool C.M.U.A. to owners and drivers of steam vehicles in connection with the new water service apparatus, approved by the British Water Works Association for universal adoption throughout the country.

The Liverpool Cart and Motor Owners' Association has written to the Town Clerk of Wallasey thanking the Ferries Committee for receiving a deputation, and confirming their opinion favouring the proposed floating roadway as compared with lifts at Seacombe Ferry.

Personal.—Mr. David Jackson has resigned his seat on the Liverpool City Council, for business reasons, after thirteen years' service. Mr. Jackson, who has travelled very extensively, is a partner in the firm of Messrs. J. Jackson & Sons, shipping, forwarding, and railway agents, who have several offices in Liverpool, and branches in all parts of the world. The firm was established by the late Mr. Joseph Jackson in 1866. Mr. David Jackson was born in Liverpool in 1861, and is a past president of the British Passenger Agents' Association.

Elected an Alderman.—Mr. Halsall, who is the head of a firm of team owners and contractors, Tower Buildings, Liverpool, and resides in Prenton Road West, Birkenhead, has been elected an alderman of the Birkenhead Town Council. He is at present chairman of the Tramways Committee. He is also on the Finance and Watch Committee, and was a member of the Economy Committee that effected such drastic changes in the administration of the Town's affairs.

The Proposed Fusion of Local Associations. — During the past month practically all the Merseyside road transport associations have been giving attention to the suggested scheme for the fusion of local transport associations. At the outset, the Manchester amalgamation scheme was suggested as a pattern, but at an early stage in the negotiations, it became obvious that this would hardly be satisfactory to Liverpool conditions. One of the associations has put forward three conditions without which no formula would be acceptable to its members. Their provisos are:—(1) when agreements in wages are negotiated, all members shall be parties to the agreements, and any decisions shall be binding upon both sections, whether trade or commercial; (2) There shall be no maximum subscriptions; (3) The organisation shall be a local and not a national one, with no loss of identity of the Association in question.

Widnes New Fire Engine. — The Corporation of Widnes has just accepted delivery of a new Leyland fire engine which has been christened the "Paul Caldwell." The machine is of the most modern type and can deal with water at the rate of 700 gallons per minute.

Motor Shops' Success.—A successful experiment has been conducted in Liverpool by Messrs. Treacle Supplies, Ltd., of the Albany, Old Hall Street, Liverpool, in the distribution by means of motor tankers, of such commodities as treacle and syrup to householders. At the present time they are operating a fleet of three Fords, and in an interview with a representative of the firm, the writer was informed that plans were under way for an extension of the firm's enterprise, involving the purchase of additional rolling stock, making the total number of units, 32. Each motor will be equipped with a tank of one ton capacity, and two smaller tanks holding 2 cwt. each. These will tour the working class districts of all industrial towns to sell treacle and syrup at prices which will bear very favourable comparison with those charged in the shops. The three motors now working the Liverpool area do an average of 40 miles a day. In the suburban districts of Liverpool where shops are very scarce, considerable business is done by motor shops, which bring to the customers doorstep the supplies of which they are in daily need. The enterprise of Treacle Supplies, Ltd., is an intensified application of the same principle.

Birkenhead Road Transport Association.

THE October meeting of the Birkenhead Road Transport Association was held at the office of the secretary, Mr. John Fletcher, on October 15th. Major Ormrod presided, and there were also present Messrs. J. Lee, J. Williams, — Martin, A. Smith and C. E. Price.

The principal business of the meeting was a discussion on the proposed fusion of Merseyside transport associations. Mr. Smith explained the business done at the conference he attended, at which the following associations were represented:—the Liverpool Cart and Motor Owners' Association, the Commercial Motor Users' Association, Liverpool Motor Haulage Contractors' Association, the Liverpool and District Short Cartowners' Association, and the Birkenhead Road Transport Association. He said that it was unanimously agreed that the Manchester scheme could not be adopted in the Liverpool district, and it was further agreed that the local associations be invited to formulate separate schemes embodying conditions which they would require a general scheme to include. These schemes, said Mr. Smith, were to be submitted to a further conference to be held about the end of November. The object in view was to see whether, after consideration of all the points included in the various schemes, it would be possible to formulate a scheme which would be acceptable to all the local associations. Mr. Smith suggested that the associations should immediately set to work to convey its ideas to paper, and he was cordially thanked for the part he had taken in the deliberations, and the report he had presented.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—October did not bring increased trade to the Road Transport Industry in Manchester.

City Tram Extension.—It is understood that the Tramways Committee are considering the construction of about 2,000 yards of new tram track in the City, the proposal being to lay new double track lines along Gloucester Street, Cambridge Street and Higher Cambridge Street, from Whitworth Street West to Coupland Street; from Rochdale Road, Blackley to Hill Lane (Victoria Avenue); and from Piccadilly along Newton Street to Great Ancoats Street.

The New Corporation Bill.—As reported in this column last month the Manchester Corporation is to promote an Omnibus Bill in the next Session of Parliament and at a Special Meeting of the City Council on 31st October the promotion of the Bill was authorised. One of the proposals made was to run a tramway along Wilbraham Road to Edge Lane but this has now been withdrawn.

Traffic Congestion Again.—Councillor Dennison was again responsible for a motion at a meeting of the City Council on 31st October, requesting the appointment of a Congestion Committee dealing with traffic congestion in the Central Area. Councillor Dennison has previously proposed that trams be removed from the Central Area but failed to secure any support. At the last meeting of the City Council he stated that the proposal was made in the interests of Manchester Traders who were anxious to co-operate with the City Council and in the discussion it was pointed out that the great population of the City must be considered before the owners of wheeled traffic, with the result that finally the Council rejected the proposal almost unanimously. Another street problem was discussed in regard to processions and the following recommendations of the Chief Constable, approved by the Watch Committee, were adopted:—(1) Instead of having a number of small individual processions, all local charities should unite in one body and organize a large procession. The receipts would be pooled, but the route of the procession would have to be submitted for the approval of the Watch Committee and the Chief Constable. (2) The maximum time allowed for any procession to be in one main street in the centre of the City during business hours be limited to one hour, and the procession to be out of the centre of the City not later than three o'clock. (3) That processionists assembling on the north side of Market Street (*e.g.*, New Cross), and desirous of using Shudehill, Corporation Street, Market Street, Piccadilly, and Oldham Street, to have the use of the main streets for one hour only, and if not clear after that period the procession to be diverted into other streets by the police. (4) That processionists assembling on the south side of Market Street (*e.g.*, Albert Square), and who are desirous of using Cross Street, Market Street, Piccadilly, Mosley Street, and Oxford Street, to have the use of the main streets for one hour only. If they are not clear after that period the procession to be diverted by the police. (5) That before permission is granted for a procession a plan be submitted to the Chief Constable by the Organisers before the same is considered, so that if necessary an alternative route could be given and other suggestions made.

Port of Manchester Development.—Recently news has been available of two important developments in connection with the Port of Manchester. In the first place the directors of the Manchester Ship Canal Co., after consultation with the Government, have decided to build three large warehouses in Trafford Park adjoining the docks. The estimated cost is about £500,000. The Ship Canal Co. have long felt the want of increased warehouse accommodation, due to the steady growth of the traffic, and with a view to finding employment for a large number of workers in the Manchester district it is understood that building operations will begin as soon as the details of the scheme are settled. In order to encourage projects of public utility and so find work for the unemployed the Government is granting certain financial concessions. In connection with the scheme of the Ship Canal Co. an arrangement has been made by which, under certain conditions, the Government will pay part of the interest for a term of years on the capital to be raised for the undertaking. The second item of interest is the acquisition by the Manchester Ship Canal Co. of 1,460 acres of land between Barton Road and Derbyshire Lane, Stretford, adjoining both the Bridgwater and the Manchester Ship Canal. This should assist the trade of the Port and give opportunities for development next year.

Rubber Tyres for Heavy Vehicles.—The Lindsey (Lincs.) County Council is suggesting that heavy motor vehicles should be compelled to have rubber tyres. When this suggestion was forwarded to the Gainsborough Rural District Council with a request that it should stipulate that rubber-tyred vehicles only should be used for haulage owing to the damage to tarsprayed macadamised roads by heavy steel-shod traction engines, no action was taken, the rural council deeming the suggestion impracticable and inadvisable.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions.—The haulage trade does not show much sign of improvement yet so far as West Yorkshire is concerned, although the textile trade appears to fluctuate and to bring some grist to the mill in the good times. Hirers are very keen so far as prices are concerned. There are developments still taking place in regard to passenger transport, and it is reported that one big concern is about to commence activities over a wide area to the North of Bradford and Leeds, and linking up a large number of towns. On October 29th, an inspector from the Ministry of Transport visited Doncaster with the object of conducting an inquiry into the position which has arisen due to the corporation refusing to grant licences to several local omnibus proprietors, and it is stated that as a result of the inquiry the local proprietors were advised by the inspector to try to come to terms with the Watch Committee.

Leeds Drivers' Outing.—The fourth annual excursion of the motor coach drivers in Leeds was held on October 4th, and a party of 48 had a really enjoyable "busman's" holiday, travelling by coach to Knaresborough and York. The coaches were lent by local owners, and there was much advice from the passengers as to how things should be done. At York there was a quoits handicap for a gold medal. Fortunately the Clerk of the Weather, who had been so unkind for the greater part of the season, smiled benignly on the day of the outing.

Rubber Road Experiment.—A new type of road surface is being laid in Hard Ings, one of the thoroughfares in the central area of Bradford, composed of rubber blocks which have been made from discarded lorry tyres Solid tyres have been cut into sections about a foot long and 2½ in. square, and these are being laid down on a concrete foundation in a number of different ways in order to show the best method of making up the road surface. In the first instance the blocks were laid in V's across the street, but later they have been placed in the form of arcs of circles. The blocks are run in with tar in the ordinary way with granite setts. It is estimated that the cost of laying the road will be not more than £2 per square yard including the cost of experimental work which has been going on for a considerable time. The metal rims from the solid tyres are being sold at about the price given for the scrap rubber, and when work gets into a swing, and, provided the experiment is a success, of course, it is hoped that the cost of laying roads in this fashion will be about 15/- per square yard.

Types of Vehicles.—Changes in the types of vehicles used for transport are to be noticed. It is remarkable how many small vehicles are now coming on to the road, and these, and the very big models, appear to constitute quite a large proportion of the new vehicles of to-day. A new form of transport in the shape of a petrol rail bus service has been put into operation between Harrogate and Knaresborough.

Bradford's Changed Plans.—Bradford was recently referred to as one of the towns having trolley-vehicles which was hoping to turn to petrol motor buses, but it would appear that the Ministry of Transport has not looked with favour upon the proposals set before them, and has declined to make the necessary order. It will be necessary for Bradford to get a special bill through Parliament if its original intentions are to be adhered to, but, as it is understood that an Order may be granted to extend the running powers of the corporation for trolley-buses, it is likely that this will be the course adopted.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

The Outlook.—Business is slack and there is little to report this month.

Trees and Traffic.—On account of the growing traffic, the Hull Corporation have determined to remove a row of trees which now divide Spring Bank, one of the chief roads of the city. Hull is very proud of the trees in its streets, but those on the Spring Bank occupy a large amount of room which is badly needed for traffic. The Tramways Committee, who are going to relay the tramway track, considered a proposal to leave a road for fast motor traffic between the two sets of rails, but as the available width was not quite enough they turned the scheme down.

Corporation and Kerb Pumps.—Acting upon a circular from the Ministry of Transport, the Hull Corporation have instructed the Town Clerk to terminate any agreements entered into for the erection of petrol pumps on highways which have not already been carried out. As a matter of fact the Works Committee gave very few such sanctions.

Boys Start a Steam Wagon.—His Honour Judge Head has decided that the Allied Transport Company, Ltd., of Aston, Birmingham, are responsible for the damage done by their steam wagon, which some mischievous lads started during the temporary absence of the two men in charge, causing it to run through the front of a lodging house. In giving a considered

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judgment, His Honour said that what he had to decide was: Was the damage done owing to the defendants' servants leaving the wagon unattended on the highway; secondly, admitting that the accident would not have happened except for the intervention of the children, was that intervention such a thing as they ought to have anticipated and guarded against. He answered both questions in the affirmative, and referred the question of damages to the Registrar for him to assess the amount. In a sentence, His Honour's decision means that any person who leaves a motor vehicle unattended in the streets does so at his own risk.

Tramway Stopping Place Danger.—Arising out of a fatal accident to a man leaving a tramcar, a local coroner's jury recommended that the corporation should make regulations compelling motor vehicles to stop when approaching tramcar stopping places. It has been pointed out by the Town Clerk that when municipal corporations have included such provisions in an omnibus bill the Board of Trade and Ministry of Transport have intervened and secured the rejection of the clause. The Corporation of Glasgow alone possesses such powers.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—Trade in the Midlands is still largely of a hand to mouth nature, but there are slight tendencies of improvement and manufacturers report an increase in export trade, and though this is slight in most cases it is at least in the right direction. Motor vehicle manufacturers generally have experienced a longer season than usual, and at the time of writing are looking forward to increased business from the pleasure car and commercial vehicle shows which are being held this month. Char-a-banc proprietors have in the majority of cases laid their vehicles aside until the spring, the present taxation system mitigating against the successful operation of char-a-bancs for football parties and the like, and many proprietors of these vehicles are complaining bitterly on this score.

Trackless Trams at Wolverhampton.—The recent introduction of trackless trams in Birmingham has paved the way for a development of this system and Wolverhampton has now followed Birmingham's lead by substituting trackless trams for the ordinary type on the Wednesfield route. The new vehicles are capable of accommodating 42 persons and as soon as all the vehicles are delivered it is proposed to run six on the route. At a luncheon which followed the opening ceremony Mr. Alfred Baker, General Manager of the Birmingham trams whose advice was sought in connection with the new Wolverhampton system, referred to the fact that Birmingham would shortly be taking over the West Bromwich tramways and foreshadowed the time when there might be a service of tramcars from Birmingham to Wolverhampton and *vice versa*.

Parking of Cars in Birmingham Streets.—At the request of the Commercial Motor Users' Association the Chief Constable of Birmingham detailed certain streets which might be used for parking commercial vehicles, among these being Holliday Street. It is now reported that commercial vehicle drivers are abusing the facilities granted to them by parking their vehicles in these streets for very much longer periods than was originally intended, and in some cases that the drivers leave their vehicles in these streets whilst they go scouting for orders and actually have horse drawn loads delivered to them and transferred to the motor vehicles in the street. In view of complaints which have been made in regard to this abuse of the parking places the Police authorities state that they will have to take steps to limit the time a vehicle may stand, and if this does not have the effect of abating the nuisance then the whole privilege in regard to the parking of cars may be withdrawn.

Sequel to a Burton Accident.—As a result of a fatal accident on the Lichfield road at Barton Turns, near Burton-on-Trent, the question of keeping footpaths in proper repair was referred to by a member of the Tutbury Rural District Council at their last meeting. The member, Mr. Turner, stated that "if the footpath had been in a proper state of repair the fatality would not have occurred." The accident occurred at a point where the footpath was at its worst and being only about a foot wide only one person could walk on it at a time. The Deputy Clerk remarked that an accident occurred at about the same time on the Tutbury Road through a defective footpath. It was decided to take the matter up with the County Council on the question of footpath repairs generally. This question raises an important point which is frequently lost sight of by local authorities, and in consequence motor drivers are seriously handicapped by reason of the large number of people who persist in walking in the roadway, particularly in the suburbs of large towns, at night, rather than on the badly lighted or ill paved footpaths, and it is to be hoped that equal attention will be paid to footpaths as to roads in the future.

C.M.U.A. and Stratford Mop.—At the last meeting of the West Midland Division of the Commercial Motor Users' Association it was unanimously resolved to make strenuous efforts to have the date of the Stratford Mop altered in order that it should fall within the third licencing quarter of the year, as regards motor vehicles, instead of just outside it. A very large number of motor char-a-bancs with expired licences were used to convey passengers from many Midland Towns to this old-time "Mop," and it is understood that the police are taking action against the owners of such vehicles. If the date of this fair can be altered to come within the third quarter, then the C.M.U.A. will have still another good work to record on their long list of useful achievements.

One-Way Traffic Roads.—The closing of Hill Street and John Bright Street, Birmingham, to all but one-way traffic was considered at a recent meeting of the Midland Branch of the Roads Improvement Association, and whilst various views were expressed on the scheme, mostly in opposition, it was decided to take no action in the matter until the scheme had been in operation for a month.

A Dangerous Burton Bridge.—The question of raising the bridge or lowering the roadway on the Burton-Abbotts Bromley Road, is being dealt with by the Midland Branch of the Roads Improvement Association, which has now been in communication with the L.M. and S. Railway, and Burton-on-Trent Corporation for some time. The height from the ground to the underside of the bridge is 9 ft. only.

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Improving Notts Roads and the Erection of Petrol Pumps.—At a recent meeting of the Notts County Council, the Highways and Bridges Committee, in the course of a lengthy report, announced that in view of the increasing traffic on the Retford and Ollerton main road, an application had been made for the road to be included in the road classification scheme. In seven days, 4,036 vehicles passed over the road, the average tonnage being 834. Schemes amounting to £62,535 had been submitted by the several rural highway authorities, and applications for grants towards these have been made. It is anticipated, the committee reported, that a substantial grant would be received towards the cost of improving the Nottingham-Southwell Road, via Oxton, and the Ministry of Transport had agreed to its classification as a main road. Concerning the erection of petrol pumps, and the policy which highway authorities should adopt with regard to pumps already so erected without their permission, the committee stated that they had in the past restrained their erection on highways or public footpaths in the county. In considering certain private bills recently before the Local Legislation Committee of the House of Commons, the committee decided that the power ought not to be granted, and expressed surprise at the allegation that there was no power to remove the obstructions where they existed. It was a matter for the authority in its own particular area as to what steps should be taken. The feeling of the committee was that an authority allowing the pumps to be erected without consent was neglecting its duty in not causing their removal, and if in fact it were allowing them to be erected without consent, it was acting beyond its legal powers. Earl Manvers expressed an earnest hope that the council would not allow the erections of the pumps on the highways. There were enough hindrances to traffic already. The report was unanimously adopted.

Safety First.—It is to be regretted that the Safety First movement has received scanty support in Nottingham. The public consistently refused to keep to the left of the pavement and pedestrian traffic is still in the same dangerous state. Arguments are apparently futile with the "grown ups" but the Executive Committee, who are all Rotarians, are striking out with what they think is the better plan of "safety first," and that is to educate the children on the dangers of crossing the roads. Steps are being taken and the Education Committee is being asked to support a scheme of instruction to children by the teachers in all the schools.

Trent Navigation Scheme.—Another important stage in the Trent Navigation Scheme was reached on October 10th, when Sir Montague Barlow, the Minister of Labour, opened the second completed lock, this one being at Stoke Bardolph. Two further locks are in course of construction at Gunthorpe and Hazleford, and, with reasonable weather conditions, the whole scheme should be finished by the end of next year. It will then be possible for barges of 120 tons to use the river at all seasons of the year between Nottingham and Hull. Sir Montague delivered three speeches. The scheme, he said, would make Nottingham a veritable inland port. It would be the ex-service men's contribution to the commercial future of the city and its area. The only cure for unemployment, he asserted, was to get the wheels of industry to go round in their ordinary course. Mr. Atkey announced that the first load of merchandise which would be carried from Stoke Bardolph lock on to its

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journey's end was a load of sugar beet grown on the Nottingham Corporation Stoke Farm.

The State of Trade.—Generally speaking, Horse Transport Contractors are finding more work about and it is to be hoped that a steady rise in trade will be realised. Mechanical transport contractors appear to be fairly well employed, and they are fortunate in having a share of the regular traffic to and from London and Nottingham, otherwise some would experience a very lean time.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Prospective Business. — Motor fire engines for Tredegar Urban District Council and Llandilo Rural District Council, lorry for Pontypridd Urban District Council, lorry for Aberayron Rural District Council.

Appeal Result.—The Ministry of Transport has decided for the Swansea Watch Committee in the matter of the appeal made by Mr. G. W. Person, Gorseinon, against the committee's decision to refuse him permits to run two buses from Swansea town centre to Gorseinon. The public inquiry was held in August last, and the decision was delayed by the illness of the inquiring inspector, Mr. Godsell.

A Curious Case.—The Ammanford magistrates, recently, had a case of interest to motor vehicle users, in which an unusual point was raised before them for decision. Defendant, Mr. Edward Stead, garage proprietor, Pontadawe, was summoned for wrongfully using a vehicle with the limited trade licence. The police evidence was that a motor lorry with a load of glass was sent out by a Swansea firm for delivery at Ammanford. On the journey a breakdown occurred and the garage of defendant was telephoned to for help. A new Ford ton lorry, with trade numbers was sent out with two mechanics, who were to effect repairs. The breakdown was found to be of such a nature that the garaging of the lorry was decided upon. The freight was transferred to the Ford lorry and taken to Ammanford. Subsequently the breakdown vehicle was towed in for repair. According to local press reports the deputy chief constable of Carmarthenshire, who prosecuted, admitted that had the breakdown been towed to garage and the freight there transferred to the garage vehicle it would have been a lawful proceeding. For the defence it was claimed that what here was done was permitted in every part of the country. A fine of 10/- was imposed and leave to appeal was given.

Limitation of Vehicle Use.—An unusual prosecution for unlawful use of a vehicle, a motor lorry, was heard at Neath Police Court, when L. Brown, butcher, Briton Ferry, was summoned for retailing meat from a lorry in which scales and implements of sale were carried. Apparently, whilst horse or motor vehicles may be used for almost any purpose of hawking, it is an offence to retail meat from any place other than a market stall or shop. The offence is constituted under the Markets Act. Defendant was not penalised by the magistrates in that the case was the first of the kind in the area.

Cardiff Road Transport Association.—Mr. F. C. Gerrish, the secretary of the Cardiff and District Road Transport and Motor Haulage Association, informs us that the revision of wages of horse and motor vehicle drivers is due, under the local agreement, this month. Mr. Evan Jones, the president of the association, has recently returned to Cardiff much benefited in health by a sea voyage undertaken on medical advice.

South Wales Haulage Trade.—Inquiry in several quarters elicits the fact that the haulage contracts fall below the average for the time of the year. In addition to this rates are generally low both for horse and motor transport. Keenness of competition has resulted in much price cutting and endeavour is to be made to adopt a standard minimum rate.

Furniture Warehousemen and Removers' Association.—The annual meeting of the South Wales Branch of the Furniture Warehousemen and Removers' Association was held on October 25th at the Motor House Chambers, Wood Street, Cardiff, and was presided over by the retiring chairman, Mr. C. W. Curzon, Newport. The election of officers for the ensuing year was proceeded with. Mr. Evan Jones, Cardiff, was elected chairman. Mr. E. Harris (Harris and Coy., Newport), vice-chairman, and Mr. H. W. Wensley was re-elected hon. secretary. Votes of thanks were heartily accorded the retiring chairman and the secretary for their services in the year past. Several matters of private local interest were discussed.

Furniture Removal Trade.—"Nothing to grumble about" is the general answer to queries regarding the state of the removal trade. Members of the association complain of the advantage taken by those who do not pay the recognised employees' rate, and complaint is general on the matter of price cutting. The matter of "cutting" has been locally discussed since May last, and the only remedy seems to be an intensive campaign of recruiting membership to the association, to which an agreed minimum rate for the area might be the sequel.

Swansea Stipendiary's Important Ruling.—The Swansea Stipendiary, Sir E. Morley Samson, K.C., in a recent case, in which a motor vehicle driver was charged with being drunk and driving to the public danger, laid it down that, whenever it is possible, medical evidence of the condition of accused shall be adduced to secure conviction. The Stipendiary pointed out that in a proved case sentence of imprisonment might follow, and it was thus necessary that every verification of the charge should be available. The remarks arose from an admission that the accused driver when taken to the police station asked for medical examination and was refused on account of having on him less money than would pay the doctor's fee. The police stated that doctors declined to examine unless first paid. Defendant was convicted and fined.

New Chepstow Service.—The Bristol Tramways Co., Ltd., has received the assent of the Chepstow Rural District Council to their running buses into Chepstow. The council has decided on Beaufort as a terminus. The new service will connect with the company's other routes at Gloucester.

Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Increase in Carters' Wages.—At a meeting of the negotiating committee of the Scottish Industrial Council for the transport trade in Scotland, held in Glasgow on the 25th October, it was agreed that, following on the rise in the cost of living, an increase of 1/- per week in wages would take place on 3rd November (or first pay-day in November), *i.e.*, for the week commencing 29th October curt.

Glasgow Tramway Manager on American Conditions.—Mr. James Dalrymple, the general manager of the Glasgow Corporation Tramways, has returned after a two months' tour in the United States and Canada. In the course of an interview Mr. Dalrymple commented on the great developments that have taken place in the tramway systems, particularly in the United States, within recent years. These developments embraced car construction, the method of operation, the collection of fares, and, as cognate subjects, the problems of congestion and the handling of an ever-increasing volume of traffic. No direct comparison, he said, could be made between the street railways of America and the Glasgow tramway system, as there were many points of divergence, but, at the same time there were matters that were common to both systems. Glasgow had its own traffic difficulties, but compared to some of the American centres of population we did not know what congestion was. In New York, for instance, it had to be seen to be realised. He did not suppose that a third of the people there coming in to business in the morning, or travelling home at night, got a seat. The American was prepared to do a large amount of strap-hanging, or do without any straps, in the journey to and from the city, and the inconvenience was apparently regarded as an inevitable penalty of the system. There were a few instances where the car system was controlled by municipalities, as was the case in Detroit, Seattle, and partly in San Francisco, but as a rule the systems were operated by companies. In New York and Washington the conduit system was in operation, but otherwise the method was overhead traction. Cars in the States were of the single-deck type, and while the vehicles were longer than our own he did not think the seating accommodation was so good. How to make revenue meet expenditure was a problem in the States and Canada, as it was in this country, and, with one or two exceptions, fares had been considerably increased, and in some cases even doubled. There were, for example cities in which a car could not be entered under 10 cents. or an equivalent of 5d. in British currency, and that state of matters would kill traffic on this side. The authorities there did not cater so much for the short-distance traveller as we did. There was a uniform fare in operation, and when the method of charging in this country was contrasted with the one in vogue the American tramway officials were convinced that, while the British system would undoubtedly increase the number of passengers, it would not add to the revenue. The American tram traveller did not want to be troubled with a ticket system. As a general rule, when entering a car the nickel or whatever the fare happened to be was dropped into a box, the transaction was finished, and the passenger could make the journey a short or a long one.

The One-Man Car.—Mr. Dalrymple also mentioned that in the interests of economy what was called the one-man car system was being introduced. This car, which had greatly interested him, was operated by a man in the double role of motorman and conductor, and the innovation seemed to be very successful. The car was specially built for single-handed working. It could not be entered while in motion, the operator having control of the doors. The fare was dropped into a box, but the operator was able to check the amount paid. Tickets were also in use, and these could be bought in quantities at a cheaper rate than a cash fare. At Philadelphia he saw 50 or 60 people boarding such a car at once, and payment was made as the passengers left the car. The one-man car was generally single-ended, with a door in the centre and a door at the motorman's end. Regarding the Detroit system—and what he had said regarding it had been embellished by the American journalist—one point had struck him, and that was that the conductor was never away

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from the platform. He saw everybody coming on and going off, and accidents were very rare. In that respect they were ahead of us.

New Edinburgh and Glasgow Road.—Acceptance of the offer made on behalf of the Ministry of Transport with regard to the construction of the proposed new highway from Edinburgh to Glasgow has been recommended by the Statute Labour Committee. The work is estimated to cost £1,900,000, of which the Government propose to make available 75 per cent. of this outlay, and Lanark County Council £100,000, leaving a sum of £375,000, representing 20 per cent. of the cost, to be provided by Edinburgh and Glasgow. Most of the money will be paid away in wages.

New Oswald Street Bridge.—The Town Clerk of Glasgow Corporation has reported to the Statute Labour Committee that the Clyde Trustees approve generally of the plans of the proposed bridge over the Clyde at Oswald Street under reservation of their rights in all other respects, but that the London Midland and Scottish Railway Company regret they are unable to approve of the plans, as it does not appear therefrom that their interests will be sufficiently safeguarded. The Committee continued in the hands of the Master of Works for conference with the officials of the railway company.

Motor Agents at Dinner.

THE tenth annual dinner of Motor Agents (under the auspices of the Motor Agents' Association, Limited, and the Motor Trade Association) was held at the Holborn Restaurant, London, on 6th November. Mr. J. Chilton, J.P., the President, presiding over a large and enthusiastic gathering.

Mr. J. H. Jones, proposing the toast of The Society of Motor Manufacturers and Traders, Ltd., laid stress on the friendly relations that existed between the manufacturers and the agents; they were partners in industry with inseparable interests, and the failure of one side would spell disaster for the other. "Selling" was the key word to the success of the industry, manufacturers should realise the correct relationship between themselves and the agent impoverishment of the latter was of little use to the car owner, whilst his value to the manufacturer was seriously reduced.

Mr. H. M. Hobson, replying to the toast, referred to the very successful Motor Show at Olympia, which was, he said, indicative of the fact that they were emerging from the trade depression. It was essential for the protection of our shores and our homes that manufacturers of the internal combustion engine should be supported. It was the first arm of the service, and as such, he ventured to say, it was the most important industry of the Empire. The S.M.M. & T. were doing all they could to prevent price cutting, and he regarded as the greatest danger to the trade the man who walked about and picked up commission.

Mr. S. F. Edge proposed the toast of "Motor Agents' Association Limited and Motor Agents' Union," and dwelt on the work of the latter association, which, if necessary, could and would, at the right time, combine against the manufacturer who required to be kept in his place in the same way as anybody else. No human being or body of human beings should have too much power, if they did they became autocratic. Not only could the Union combine against the manufacturer but also against any wrongdoer in their own or any other section of the motor trade. They had got to bring within the laws and regulations of the industry those agents who were outside the M.T.A. They could do it by the penalty bond. The Motor Agents' Union, if it really could get the support of the whole or a very large proportion of the trade banded together, could guarantee a living profit to its members, and sooner or later could restrict entry into the trade to people who had gone through a period of probation. The agents must get together and tell the manufacturers what discounts they wanted and the manufacturers would adjust their list prices accordingly.

Mr. J. Chilton (the President) responded and said that during the short time the Motor Agents' Union had been in existence they had endeavoured to put before the members of the association the reasons why it was felt necessary that they should have an organisation with some kind of power behind it when endeavouring to put matters before the manufacturers. They must regulate their business so that anyone who was not a member of their various associations would find it extremely difficult to get trade terms. He did not want to say that the petrol companies were guilty of trying to put into the motor trade men the industry did not want, but it was evident that throughout the country petrol stocks were placed very indiscriminately. The petrol companies were very loyal to the traders and any suggestions made to them received earnest consideration. Many of the traders' difficulties would be removed if they could go to the manufacturers and petrol companies as representing the whole of the agents. The Motor Agents' Union would not operate against the manufacturer who played a straight game with his fellow manufacturers and agents generally. The Union was no menace to the manufacturers interests, but of very great assistance. If the manufacturers would come and discuss matters with the agents they would find that cards would be put on the table.

Mr. Harry Ferguson, J.P., proposed the "Motor Trade Association," and Mr. A. R. Atkey, J.P., who responded, said that the Motor Trade Association was a registered Trade Union, and although from time to time they heard criticisms of Trades Unions, no criticism ever yet made was applicable to the Motor Trade Association, which was the only ideal union, because in the ordinary way a Trade Union was composed of one section of an industry which had the very laudable object, not only of looking after its own interests, but, upon occasion, opposing other interests, whereas the Motor Agents' Union combined within its membership every interest in the motor trade combined to carry out their simple programme, but one which was based upon sound commonsense.

Mr. H. A. Bennett, M.I.A.E., proposed the health of the guests, and the Viscount Curzon, M.P., and Major Stenson Cooke responded, whilst the toast of the Chairman brought a very enjoyable evening to a close.

Sir Wm. Joynson-Hicks on Road Improvement.

AT the annual dinner of the Society of Motor Manufacturers and Traders, Sir Wm. Joynson-Hicks, Minister of Health, said he wished motorists every success in their industry. It was a trade that it was to the interests of the whole community to keep alive.

The industry could depend on his friendship and co-operation. He was responsible for the local government of this country, which was a great factor in the progress of the motor industry, and he wanted the local authorities to realize that the motor industry had not merely come to stay but was going to expand year by year. In 1913 there were 260,000 motor vehicles licensed in the country; in 1920 the total was 630,000; and this year there were over one million, and he had reason to believe that that figure would be exceeded by 100,000. The revenue from motor licences was large. In 1913 it was £2,000,000; in 1923 it was over £12,000,000; and it might be £13,000,000 or £14,000,000. He was convinced that by 1930 if the tax remained at the present level the revenue from the motor industry would be £20,000,000.

The motor taxes were saving the country at the present moment on the question of unemployment. But for the fund so created he could not imagine that it would be possible to undertake the vast present expenditure under the supervision of his friend Lieutenant-Colonel Moore-Brabazon, of the Ministry of Transport. It was a matter for congratulation that they had a motorist in that responsible position.

Motorists were entitled to know that their money was being spent in the best interests of the motoring community. While he was a member of the Cabinet Committee on Unemployment he went through the schemes of the Ministry of Transport, and he could assure them they would find a vast improvement in the roads and bridges. He regarded the present as the era of motor traction just as seventy years ago was the era of railroad traction. He wanted to see at least one gigantic road from end to end of the country so that people would realize the benefits and the possibilities of motor traction on a road properly made for that purpose. New trunk roads were essential, and he wanted to be an intermediary between them and the local authorities, and to place his department at the disposal of the Minister of Transport and work with him and those authorities.

He was one who believed in the road not merely from the motor point of view but from the point of view of the public health, as he felt that new roads would help to distribute the population and take the people from the crowded towns. The great motor industry, with the employment it gave to perhaps the most skilled workmen in the world, was one that must not be allowed to fail in any sense, as the future of transport would be on the road rather than on rail, and its future depended on the continual improvement of the motor industry.

Lieutenant-Colonel J. T. C. Moore-Brabazon, Parliamentary Secretary to the Ministry of Transport, said he felt that one of the things they should aim at was to preserve the roads that they had, as well as to make new roads, and he thought taxation on the basis of the damage done by vehicles to the road would be an advance.

The present road improvement programme of the country involved the using of the unemployed to expedite schemes that would have to be carried out in any case in a few years. He hoped that the Traffic Bill that he was introducing would do a good deal to relieve the congestion of the streets of London.

Packed Buses. — At Stretford Urban District Council, the clerk reported that he had called the attention of the Mid Cheshire Motor Bus Co. to the serious overcrowding of the buses, and asked the company to at once take steps to observe the council's regulations, which restrict the standing room to nine persons.

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Law Cases.

A MOTOR OWNER AND HIS DUTY TO GIVE AVAILABLE INFORMATION TO POLICE REGARDING DRIVER.

On the 28th August last, at Oakmere Sessions, Mr. Herbert Harold Horton (of Messrs. Horton & Hilton, Ltd., char-a-banc proprietors, St. Peter's Square, Manchester) appeared upon two summonses taken out by the Police, the first being for driving a char-a-banc in a manner dangerous to the public on 8th July. Superintendent Mighall stated that on the date in question two constables were stationed on the main road to Chester, one opposite Kelsall Post Office and the other at Stamford Bridge, checking the speeds of motor vehicles. A char-a-banc passed along the road, and from the observations of the officers, who were four miles apart, the speed of the char-banc worked out at 18 miles per hour. Defendant, who was afterwards interviewed by a Manchester police officer, refused to give the driver's name. Having regard to the cross roads and the roads converging on to the main road between the two points mentioned, P.S. Fletcher said he considered the speed at which the char-a-banc was travelling was dangerous. For the defence, Mr. Grace (instructed by the Commercial Motor Users' Association) submitted there was no case to meet. The police had not offered any evidence of identification. The Chairman announced that the Bench considered there was not enough evidence to justify a conviction and the case would be dismissed.

The second charge was for failing to give to the police information, which it was within his power to give, viz., the name of the driver of the char-a-banc referred to on 8th July. Mr. Horton pleaded "Not Guilty," but a fine of £10 was imposed. An appeal was lodged.

At the Cheshire Quarter Sessions, on 17th October, the appeal was heard. In opening, Mr. Austin Jones (who appeared for Superintendent Mighall of the Cheshire Constabulary, the respondent) stated that the appellant was the owner of a char-a-banc plying from Manchester to Chester, and the conviction was under Section 1 of the Motor Car Act, 1903, which provides penalties for driving to the danger of the public and for failing to give any information which it is within power of the owner of the car to give. The charge of driving to the danger of the public was dismissed, there being no evidence as to identification of the driver. It was perfectly obvious that an owner must, or should, know who a driver was and it was for him (Mr. Austin Jones) to prove (1) that some driver had committed an offence and (2) that appellant was the owner and was required to give the information. He submitted it was not necessary to identify the driver and as a matter of fact appellant was asked on three or four occasions by officers of the Manchester Constabulary but failed to give the information.

With regard to the case for failing to give information the Manchester police were asked by the Cheshire police to obtain information as to the driver of N.B. 6470, on 8th July, and Mr. Horton stated he did not know which driver went with the vehicle as he kept no record. On the 16th July another sergeant saw Horton and asked him for the information and appellant stated that he had assisted the Cheshire police before and had not been paid so would not do so again. On 7th August P.C. Orr saw Horton who again stated that he had no record, and on 8th August appellant was again seen and repeated the statement that he had no record. As he would not say who the driver was he was charged with both offences. When making enquiries from owners the police should be given information.

Various police witnesses were called to give evidence as to their inability to obtain from Horton the name of the driver of the char-a-banc and T. Hanley a retired sergeant of the Manchester City Police said that on 8th August he told Horton that unless he gave the name of the driver proceedings would be taken against the driver and himself with the result that appellant said he thought it was Bradbury but could not swear to it. Cross examined by Mr. John Grace witness stated that he went on 8th August to Mr. Horton's house and appellant stated that he telephoned to the garage and ascertained that Bradbury was the driver. Witness admitted that had appellant given the name of the driver at first the police would have accepted it. He got Bradbury's name and address and went to see him at Mr. Horton's office where Bradbury said he was not driving the vehicle on that date. When asked for his licence Bradbury stated he was out of work and had not got it with him.

P.C. William Orr said he saw Mr. Horton at St. Peter's Square about 20th or 21st July. When asked for information as to who was driving N.B. 6470 on 8th July he said he had no record and he had 20 or 30 drivers at the garage. Three or four days later Horton gave the name of John Bradbury, 67 Pemberton Street, Hightown, and although he went to this address several times he failed to see the man. Cross examined by Mr. John Grace witness said Mr. Horton asked him to leave the enquiry over as he would see the drivers himself, and appellant explained that he had spare drivers, as sometimes a driver returned with a char-a-banc from Blackpool about 3 a.m. and the same driver could not go out again at 8 a.m.

Appellant, in evidence, said he was the manager of Messrs. Horton & Hilton, Ltd., who carried on business as char-a-banc proprietors and his interest in the char-a-banc was purely as a shareholder. On 9th July he sent out 36 chars-a-banc and he remembered seeing N.B. 6470 which Bradbury was driving when he left the Square; Bradbury was the usual driver but sometimes he put a relief man on. All journeys were entered in a book. On 13th July two plain clothes officers came to him but as it was a very busy morning he asked if they would come again and he would try to give them the information, when they called later he offered to get the drivers together for the police to see. On 14th July he saw one of the policemen and told him that Bradbury was there if he would come to see him but the policeman said he was in a hurry as he was going to Court. On 21st July he promised to get Bradbury's address and telephoned to Mrs. Arnold who gave it to him from the man's insurance card, this being the second occasion he had given the name to the police. On 8th August the Sergeant came to his house first thing in the morning and he again gave Bradbury's name and address, this being the third occasion the particulars were given. He knew that the relief man was named Wood.

John Bradbury said he was employed in July last by Messrs. Horton & Hilton, Ltd., and on 8th July he drove a party to Llangollen in char-a-banc N.B. 6470 from St. Peter's Square. He was in charge of the char-a-banc and responsible for its safe return but he could not remember whether he drove the vehicle on that particular road. The police saw him with his char-a-banc at the garage and said "You are the man, this is for you" but he referred them to the firm.

George Henry Wood said he was a spare driver and on the machine N.B. 6470 on 8th July. He was not in charge of the machine and although he drove occasionally he could not remember the particular portions of the road on which he drove.

Mr. John Grace, addressing the magistrates, said that ownership was an important point. The summons alleged that Mr. Horton was the owner and as had been pointed out he was not the owner. Mr. Horton said "This char-a-banc belongs to a limited company in which I am a shareholder," a very definite statement. He therefore submitted that the limited company was the party answerable to the charge. The next point was that it had been brought out in evidence that there was a second driver which was news and quite fresh to him. Mr. Horton did not in the first instance tell the police of the second driver but this was no evidence against him. Mr. Horton sent out crowds of chars-a-banc daily—36 on this particular day—and as a busy man he knew that Bradbury was the regular driver of this char-a-banc and therefore that was the name he gave. The name of Bradbury was given three or four times. In giving the name of Bradbury, Mr. Horton was giving the name of the responsible driver. Mr. Horton apparently could not give convincing statements to anybody, and the police accepted the word of Bradbury before that of his employer.

The magistrates intimated that they were quite satisfied that the appellant had failed to give the information which he must have had, and dismissed the appeal with costs.

EMPLOYERS SUMMONED FOR ALLEGED AIDING OF DRIVER TO BREAK SPEED LAW.

At the Salford Police Court, on 24th October, Albert Peak, a driver employed by Messrs. H. Viney & Co., Ltd., motor haulage contractors, was summoned for exceeding the speed limit with a steamer and trailer on 12th September. Messrs. H. Viney & Co., Ltd., were also summoned for aiding and abetting.

Dr. S. Sanguarde, instructed by the Commercial Motor Users' Association, defended both cases and a plea of "Not Guilty" was entered in the case of the driver for exceeding the speed limit. The summonses were taken separately and the prosecuting solicitor asked that the decision of the Bench in the case against the driver should be deferred until the case against the firm had been heard.

The driver was called, and said that on 12th September he was stopped by the Salford Police in Bury New Road and told he had probably exceeded the speed limit. Witness was then invited to tell the Justices what his orders were. He said he was booked out from the shed at Preston at 7.50 a.m. upon orders from the firm to proceed to Preston Dock and load up, which he did, leaving the Docks at 9 a.m.; he proceeded to Whitefield where he arrived at about 1 o'clock, he left Whitefield just after 2 o'clock and had to come to Manchester, deliver his load and get another load before 5 p.m. In answer to the prosecuting solicitor witness said the distance was about 30 miles from Preston to Manchester and at his legal speed of 5 miles per hour he could have kept to the programme explained. The prosecuting solicitor then said he felt he could go no farther and Dr. Sanguarde pointed out that in a case before the same Court last year the police issued a

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summons against the employers under similar crcumstances and in view of the inconvenience caused he must apply for costs. The prosecuting solicitor intimated that the case had been discussed with the Chief Constable and they were prepared to meet reasonable costs. Upon consideration the Bench fined the driver £2 for exceeding the speed limit and dismissed the case against Messrs. H. Viney & Co., Ltd., with grant of two guineas costs.

A CARMAN'S DINNER HOUR.

THE important point as to whether a carman is in his master's employ during the dinner hour, was discussed in the Shoreditch County Court, on November 3rd, before Judge Cluer, during the hearing of a Workmen's Compensation Act claim. The applicant was James Francis Cornish, of 1 Macklin Street, Drury Lane, W., a motor driver, and he sued Mr. Robert Rook, a carman and contractor, of 24 Murray Street, Hoxton, for an award. Mr. Duncan, appeared as counsel for the applicant, and Mr. Allsbrook, barrister, for the defence. It appeared from the evidence of the plaintiff that he was informed at the Labour Exchange that the defendant wanted a motor driver, and he applied. He was given several days work, delivering goods for a firm in Shepherdess Walk, which was near by Rook's, one of the defendant's employees going with him to direct him where to go, and look after the deliveries. On June 25th they got back to Rook's for their dinner time somewhere about one, and the man said he was going to his dinner, and would be back, so far as he understood him, at the place where they were to re-start, at a little before 2 o'clock. Just about that time therefore, applicant went to start up to go round to that place, when the vehicle back fired and his right wrist was broken by the starting handle. Counsel said the points in the case were as to whether the applicant was in the respondent's employ, it being dinner time, and whether as a fact he ought to have started up or waited for the return of the man. Dr. Percy Watson Tracy, of St. Bartholomew's Hospital, said that he first saw the applicant on the 25th of June, the day the accident occurred, and found that he had broken his wrist. He had not quite recovered, and he did not think that he would ever completely recover. The bone was now out of its proper angle. It would be a very long time before he would be able to wind up the engine of a motor. Owing to the callous that formed at the break, the bone would, if anything, be less breakable but it would be less muscular. In cross-examination, the witness said that the man might think he could drive a car now, but he was of opinion that if he tried a day's driving he would find that the wrist went out of action entirely temporarily. His opinion was that he should have light muscular work, and he thought that condition had existed for about a month.

This closed the case for the applicant, and the respondent, Mr. Robert Henry Rook, then gave evidence. About June 4th of this year he wanted to hire an extra driver to drive a Ford car. He got in touch with the Labour Exchange, the applicant came down, and he said he was a competent Ford driver. He told him he wanted him for a day's work for 10/-, from about 8.30 a.m. to 5.30 p.m., with a certain time for dinner, the chap on the car to put him right as to that. The applicant never showed him any papers or references. Then the applicant worked two or three days, having his dinner hour between one and two o'clock with a give and take of ten minutes. Mr. Allsbrook: And did you consider him in your employ during the dinner hour. Judge Cluer: That is a matter of law. If he broke down in the street and was then put right at 5 minutes past one, and then started his dinner in the road, would he be in the employ of the respondent. Continuing, the respondent said that his wife had no authority to engage anybody, but she could give orders if the man was there. Alfred Davies said he accompanied the applicant on the Ford car. If we can finish at about a quarter to one or thereabouts, the driver is guaranteed an hour for dinner. On this day they finished at 10 to 1 o'clock, and he told him to take his hour and he would be back at 2 o'clock, and they would go on with the deliveries. He left the applicant with the car outside Mr. Rook's premises. He got back at 20 minutes to 2 o'clock, he was sure of that because the school bells had not started, and the driver was walking up the road to meet him.

Henry Geo. Smith, motor driver mechanic, in the employ of the respondent, said he was quite intimate with the Ford car. This car was a left hand drive and it entailed more work on the left hand. Judge Cluer: In the steering I suppose. How absurd! a Frenchman, a German, or an Italian driving on a different side of the road would hold the reins of his horse in exactly the same way as us.

Alfred Daniel Hall, a porter, said he was standing outside Rook's premises at twenty minutes to two on June 25th and he saw the applicant try and start up the Ford car, when he staggered away.

Mrs. Martha Rook, the wife of the respondent, said that she was powerless to ask the man to come next day to work, and he did not call daily for work. She did not ask him to call daily for work, or to see if there was any work for him.

Mr. Allsbrook, in addressing His Honour, said that in law it was presumed that an employee was not employed during his dinner hour, and if anything happened during that period he had to justify his accident. In this case he was not at work until 2 o'clock, or should not have been. Judge Cluer: Yes, but suppose it happened that he misunderstood Davis, and thought he had to go to meet Davis, then he would be about his business. I have come to the conclusion that the time was nearer 2 o'clock than is suggested. I must hold that it was at five minutes to two, and that it was in the course of his employment. There will be an award of 10/6 a week for the accident to October 27th, and 8/- after, it being casual labour only. An award was entered accordingly.

DROPPING A CHEST OF TEA.—QUESTION OF LIABILITY.

IN the Mayor's and City of London Court, Mr. Charles Gasquet, property owner, 138 Cromwell Road, S.W., claimed £43 against Hay's Wharf Cartage Co., Ltd., Road Transport Contractors, Tooley Street, London, S.E., for damage done to the staircase of 16 Mincing Lane, by one of the defendants' men negligently dropping a case of tea upon it. Defendants said that their man was not acting within the scope of his employment. Mr. Tucker appeared for the plaintiff and Mr. Doughty for the defendants. Plaintiffs' case was that Mr. Trimble carried on business as the Moyang Tea Company, at 16 Mincing Lane, and the defendants had to take to him two chests of tea on the third floor. Defendants' carman took one up safely and when he took the second up he lost his balance and the tea went down the well of the premises to the ground floor, doing damage to the amount of the claim. Mr. Trimble said he had been having tea delivered to him for 40 years. He always gave the carman a tip. He did not interfere with the carman in steadying the tea. Defendants had never told him that their duty ended at the pavement. Hubert Reardon, defendants' carman, said his duty finished when he got the goods to the pavement. Mr. Trimble asked him to bring the tea up and then assisted him in landing the chest of tea when it fell. If Trimble had not touched it he would not have lost his balance. His employers told him not to take the goods upstairs but he did it to get through his work and he always received a tip. Mr. Kimber, defendants' claims manager said they did not allow their men to take goods upstairs because of the accidents which had happened. They had 1,400 horses and 100 motors. Judge Shewell Cooper did not think Mr. Trimble had anything to do with the affair. Mr. Doughty urged that when the carman stumbled it was not negligence. Judge Shewell Cooper said if it was not negligence it must be an inevitable accident and he could not hold that. He held that the carman was acting within the scope of his authority and found for the plaintiff for £43 with costs.

Municipal Parking.—As the question of parking chars-a-bancs and private cars will have to be decided by the town sooner or later, a four acre site on the western boundary was offered to the Worthing Corporation at £300 an acre. The matter has been considered by a committee who, however, cannot recommend the Council to accept it.

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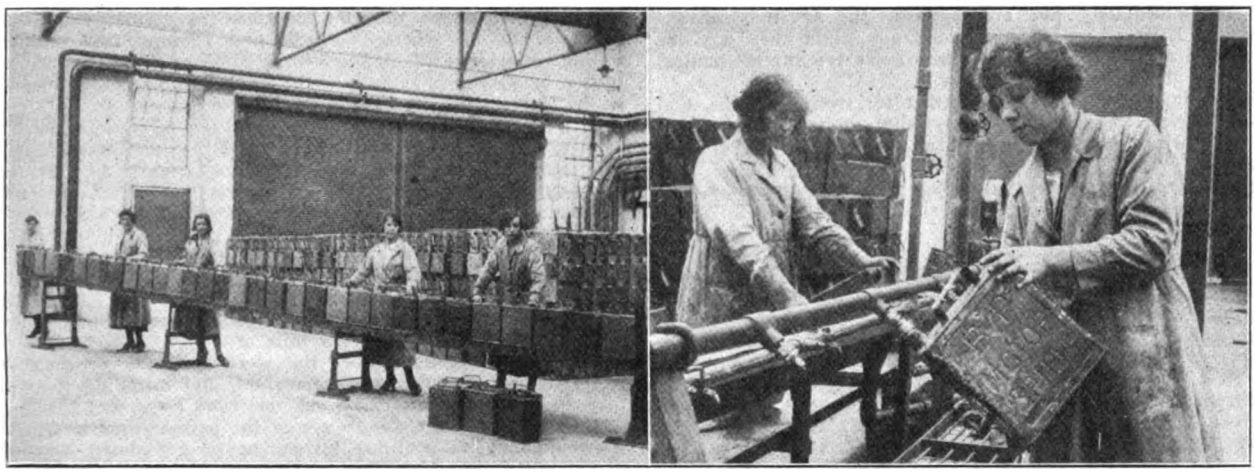
A British Petroleum Distributing Depot.

EARLY in October we were privileged to visit the British Petroleum Co.'s new distributing depot at Hackney Wick in company with other journalists. Although one realises in a general kind of way that there must be some very first class organisation at the back of the distribution of petrol, it is only by personal inspection that one appreciates the magnitude of the work and the micrometic care required to ensure against adulteration of any description. One could almost wish the same care were taken in the preparation of our foods, but of course that is not so important! The British Petroleum Co., Ltd., as no doubt our readers are aware, is the Company responsible for the distribution of the Anglo-Persian Oil Co.'s products. The refining is carried out in South Wales. During the past few years the distribution facilities have been extended on a large scale. The latest installation is the one at Hackney Wick—the subject of this notice. The depot will serve the City of London and the area of greater London north of the river and the Essex suburban districts. It is the fourth riverside depot, the others being at Greenwich, Wandsworth and Pimlico. The supplies come in barges to the depot site along the Hackney Cut, the barges being filled at Thameshaven, or in the case of kerosene from other down-river storages. There are berths for three barges and three pumps with the necessary pipe-line connections, each with a capacity of 100 tons per hour, which transfers the cargoes to the storage tanks.

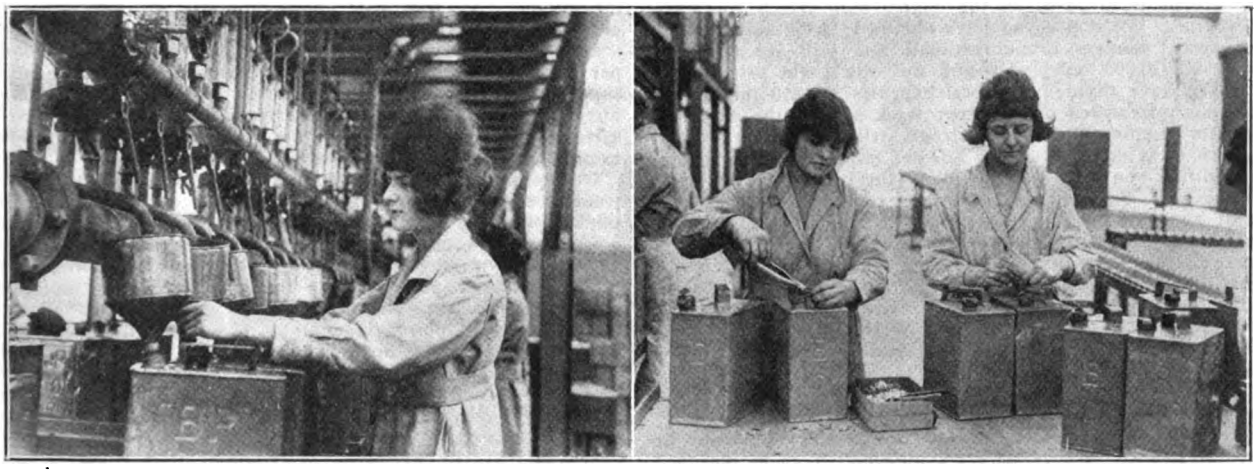
The storage tanks are underground with concrete covers and provision is made for periodical cleaning. Adjoining the storage tanks there are other tanks which provide storage for the various grades of refined and other oils.

An interesting feature of the depot is the can filling store which occupies an extensive building divided into four sections. The empty cans are received in the first section where they are inspected and tested. In the second section the cans are repainted and the third and fourth sections are equipped for filling cans and barrels respectively. The inspection consists of a search by means of an electric torch, for dirt or rust. Rusty cans are scrapped. Next they are tested for leakages by compressed air and petrol by which means the most minute leak is revealed. Cans too thickly painted have the paint removed in a caustic bath and afterwards are again subjected to the petrol air test for leakages, cans are repainted in the familiar khaki and blue B.P. colours, by pistol sprays and subsequently dried in drying ovens. Before the cans are filled they are thoroughly scoured by a whirling jet of petrol which effectually removes all foreign matter, the cans are filled with great accuracy by automatic fillers. Afterwards the can is immediately sealed and is reinspected, the same care is given to the filling of barrels which hold 50 gallons which are used for lamp and other oils. Attached to the depot there is a large fleet of motor tank wagons for supplying stations equipped for bulk storage also there are steam wagons for the delivery of fuel oil.

Naturally in such a depot there must be elaborate precautionary methods installed to guard against the risk of fire and to minimise damage should the fire break out by any chance apart from the layout of the buildings which have been built and disposed with this object, there is a return pipe which on an alarm being given all the spirit in the process of being handled, can be returned to the underground storage tanks in a very short space of time.



B.P. Filling Station. Empty cans on a runway on the way to be filled (left). The air and petrol test for leaks (right).



B.P. Filling Station. Filling the cans (left). Sealing filled cans (right).

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THE "WORLD'S CARRIERS" ENQUIRY DEPARTMENT

ENQUIRY FROM A REMOVAL AND CARTAGE CONTRACTOR.

I have been running a motor delivery contract for two years, I have to now send in a new price, and with the fall in the cost of petrol, tyres and other things it makes the figures in your book now rather obsolete.

I have to supply a 2-ton motor van on a guaranteed mileage of 250 per week (the mileage is, averaged, 300 per week, and of course, I have been paid for the extra), and supply driver only as my customer provides the van man. I am responsible for insurance, tax, garage, and in the event of a breakdown have to immediately put another van on, as it is always running. If it is away from home any night they pay the garage and mens' expenses, but if it is away for any mechanical breakdown they do not.

They would now want this contract for twelve months, and in view of all these circumstances, what do you think would be a fair price for me to quote them per mile for the ensuing 12 months.

Note.—Our correspondent supplied us with certain figures gathered from his two years' experience.—EDITOR.

REPLY.

From the particulars you have given we work out your actual running costs as follows:—

Standing Charges.

Interest on Capital, 5 per cent. at £600	12/-	per week.
Depreciation at 20 per cent. on £600, less £24 tyres	46/-	" "
Insurance	10/-	" "
Driver	£2 10/-	" "
Tax	10/-	" "
	£6 8s. 0d.	

Running Costs.

Petrol 2d. per mile at 250 miles	500d.
Tyres £25, 10,000 miles ·6d. per mile, ·6d x 250 miles	150d.
Oil and grease ·35d. per mile	87d.
Repairs 2d. per mile	500d.
	1,237d.

The total running costs then are 2,773d. per week which divided by 250 gives approximately 11d. per mile, or in round figures 1/- per mile.

You will gather from the above that all items of expenditure are included based on the figures with which you have supplied me. We notice you have obtained 14,493 miles to the set of tyres, whereas in our estimate you will see we have allowed for 10,000 miles only and this works out at ·6d. per mile. We have divided the total expenses by 250 miles, that being your guaranteed average per week so that the only cost to you for running the extra mileage will be the extra petrol and extra wear on tyres, which 6d. per mile will amply cover.

In addition you will have to allow for profit and establishment charges. For this we advise you to charge 3d. per mile extra if you can get it and stick to the shilling per mile for extra mileage over and above the 250 miles per week guaranteed.

There is one item in your expenses which we think is far too high that being the cost of repairs, £239 for 21 months running is very heavy, particularly when you purchase the vehicle new. The first complete overhaul such a vehicle should require should not cost more than £60 or £80 at the outside.

* * * *

ENQUIRY FROM A FIRM OF AUTOMOBILE ENGINEERS.

Being subscribers to the WORLD'S CARRIERS we should be pleased if you could give us some information as to the road transport rates operating from London to Birmingham, Manchester and Liverpool. At the present time we have some traffic offering for London and it would help us considerably if you could inform us the rates we could obtain on the different classes of goods that come up North.

REPLY.

We are afraid it is impossible for us to give you transport rates between London and Birmingham, and Manchester and Liverpool. There is as much variety in quoted rates for transport by road as there are firms engaged in the transport trade.

We would advise you to refer to our Classified Directory in the WORLD'S CARRIERS, and write various firms stating your requirements and asking for quotations, you would then be able to form some idea as to what the charges are. We would also refer you to the WORLD'S CARRIERS YEAR BOOK AND DIARY, pages 37 to 40, where you will find running cost estimates for motor vehicles of all capacities. The estimates require adjusting in view of the fall in the price of petrol, this however is the only item you need alter.

* * * *

ENQUIRY FROM A FIRM OF DECORATORS AND FURNISHERS.

Owing to not having sufficient transport vehicles to cope with our work, we have occasion to hire petrol machines of 3 to 4 tons capacity to carry out work on 253 days and 23,800 miles, the days are of an average length of 15 miles, a journey's run anything up to 500 miles.

I should be glad if you could supply me with the following information from your long experience?

1. What do you consider would be a fair rate per day up to, say, 40 road miles and per mile after?
2. What do you consider the work ought to be done for if we owned our own petrol machines, and assuming it would take two machines to carry out the work?
3. What is in my mind's eye at the present time is whether it would pay to continue hiring, or to put down machines to carry out the work?

Our present fleet consists of three 5-ton steam wagons which we use practically the whole of the time on trailer work conveying vans to all parts of the country.

For your information we might say that the whole of our work is removal work to and from different parts of the country and as already mentioned the journeys in some cases extend as far as 500 miles and the mileage per annum for these three machines is 36,000 and 189 days of a mileage not exceeding, say 15 road miles per day.

REPLY.

First of all we would refer you to pages 37 to 40 of the WORLD'S CARRIERS YEAR BOOK AND DIARY on which you will find estimated running costs for 3 and 4 ton vehicles for various mileages. You will note these estimates do not allow for either overhead charges or profit.

If you can guarantee to a contractor an average of 40 miles per day all the year round, we think you would find he would supply you a 3-ton lorry for about £2 10s. per day, or a 4-ton lorry for about £3 per day and from 6d. to 1s. per mile for extra mileage which would be on a sliding scale in proportion to the number of extra miles.

Our estimates will give you a fair idea as to what the cost would be to yourselves did you run your own vehicles. We think however, you would be better served did you let the work out by contract as you would be relieved of all the trouble and worry of a separate transport department which after all is not part of your business and would no doubt cost you more than you anticipated as you could not give the matter your full personal attention. As to whether you would be better served by hiring than owning your own vehicles would depend entirely upon the class of firm with whom you enter into a contract. Vehicles can be hired very cheaply these days but if you accept the lowest tenders you are likely to be badly served.

If you take our running cost estimates as a guide you will be very near the mark. If you decide to hire instead of purchasing we would advise you to hire the vehicle with a driver only, you finding all the rest of the labour and also the men's expenses, lodging, etc., when staying away from home over-night.

Repudiating a Road Damage Claim.—Beverley Rural District Council has asked the East Riding County Council to discuss the claim made by the Rural Council for damage to roads through the haulage of road material by the County Council. The Highways Committee of the County Council, however, reiterates its repudiation of liability and does not think any useful purpose would be served by discussing the matter with the rural council.

Small Chars-a-banc For Narrow Roads.—Rather than have roads entirely closed to chars-a-banc and heavy traffic, Settle Rural District Council has decided that it is the wiser policy to restrict narrow roads to smaller vehicles.

An Insurance Bye-Law.—Manchester Watch Committee has decided to apply to the Ministry of Health for sanction to the making of bye-laws for regulating the insurance of licensed hackney carriages.

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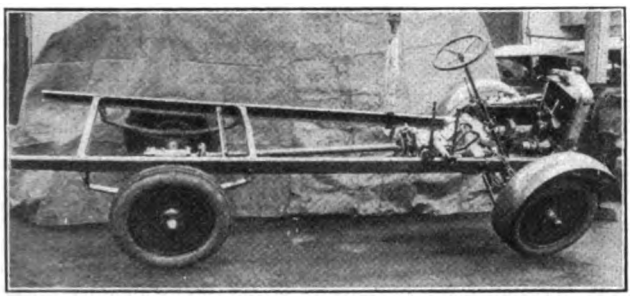
An Interesting British Development.

VISITORS to the forthcoming Commercial Vehicle Show should not fail to pay a visit to the Karrier stand to inspect their new 1-ton chassis. It is, we believe, the only 1-ton chassis of British manufacture on the market, and the price is said to be a very attractive one. The chassis is provided with a 22 h.p. engine of the 4-cylinder monobloc type, the bore and stroke are 3⅜ ins. by 5 ins. respectively, the engine clutch and gear box form a single unit carried on three point suspension anchored on a swivel pin at front and supported at the rear by two arms bolted to the chassis frame.

The crankcase consists of two aluminium castings, the top carrying the crankshaft and camshaft bearings, the oil pump and other fittings. The bottom half forms an oil reservoir carrying the troughs into which the big end bearings dip. Oil is circulated by means of a plunger pump driven from the camshaft. The clutch is the multi-plate type with fabric linings. The radiator is the gilled tube type and the water is circulated on the Thermo-Syphon system.



The Karrier 1-ton chassis.

The gear box provides four speeds forward and a reverse, all shafts are mounted on ball bearings. The gate control is mounted on the top of the gear box with right hand control but independent of the frame. The petrol tank is on the dash board and carries 10 gallons. Transmission is through a tubular shaft to the worm driven rear axle. The shaft is provided with the usual flexible couplings.

The foot brake acts on a drum at the back of the gear box, and the hand brake on driving wheel drums. The springs are all semi-elliptic, the road wheels are steel disc with detachable rim flanges. Straight sided pneumatic tyres are fitted 32-in. by 4½-in. front, and 33-in. by 5-in. rear.

The frame is of channel section pressed steel, tapering at both ends. The wheelbase is 10 ft. 6 ins., the track 4 ft. 8 ins., and the turning circle 45 ft. diameter. The length of the platform is 8 ft. 7 in. The chassis is fitted with dynamo electric lighting, tyre pump driven from the gear box lay shaft, and speedometer.

The Advantages of Loading Steam Vehicles by Mechanical Devices.

AT the present moment quite a number of persons, interested or engaged in road transport, are studying the following question:—"Which is the most economical for short journeys, motor vehicles or horse vehicles," which is no doubt due to the reduction in the price of horses, therefore contractors and firms who were contemplating disposing of horses and purchasing motor vehicles are not quite sure that to do so would be to their advantage.

The earning capacity of a 6-ton steam vehicle for short journey work depends entirely on the loading facilities, and if mechanical devices or other means, of which to-day there are many, can be utilised for the loading, then even on short journey work, and provided that the maximum load can be obtained, the mechanically-operated tipping wagon is certainly the most economical and efficient form of road transport.

The accompanying table shows comparative costs of haulage work when the loading is done (1) by hand, and (2) by mechanical devices. The figures have been compiled from actual tests carried out by the Yorkshire Patent Steam Wagon Co., and they represent results obtained in an 8-hour working day.

Although the figures may not be applicable to every user, as conditions vary in every town, it is quite possible, by substituting figures that would apply, and by using the system adopted below, to obtain an approximate estimate for any locality.

Examples of actual work done, and which are not selected as the best performances, are as follows:—

Loading from coal chutes, a 6-ton Yorkshire, one of a fleet at a well-known gas works, has completed 32 journeys in one day, taking 6-ton loads the distance from the coal yard to the gas works, being three quarters of a mile, giving actual tonnage of 192 tons.

Two eight-ton Yorkshires belonging to a firm of millers in Liverpool are each bringing 90/100 tons of grain in bulk per day, a distance about one mile, loaded from chutes, and which necessitates the wagon being weighed twice on each journey.

A 3-ton Yorkshire tipping wagon at a well-known Yorkshire gas works, daily brings 40 to 45 tons of coal, shovel loaded, the distance less than 500 yards, and after four years' work is effecting a saving of over 8d. per ton compared with horse and cart.

As regards the steam vehicle, a great deal depends upon the driver, and a driver can, if he so desires, easily create terminal delays, especially if the employer does not thoroughly understand the running of motor vehicles.

WORKING COSTS FOR YORKSHIRE 6-TON STEAM WAGONS.

Giving comparison in costs between loading by manual labour and mechanical devices based upon 5½ days per week—48 weeks per year.

RUNNING COSTS. Pence per mile.	Pence.	STANDING CHARGES. Pence per week.	Pence.
Fuel at £2 per ton	2.00	Driver's Wages	780
Oil at 3s. per gall. ...	0.45	Depreciation (less tyres) 12½ per cent ...	450
Tyres, 10,000 miles	1.60	Interest, Capital Outlay, 5 per cent.	200
Maintenance	2.00	Rent, Rates and Management	150
		Insurance	120
		Motor Tax	150
Total	6.05	Total	1,850

NOTE.—When a second man is carried 10s. per day to be added to working costs.

FORMULA for estimating approximately for any mileage:—

Cost per day = (Total Running Costs × Number of Miles Run) + $\left(\frac{\text{Total Standing Charges.}}{\text{No. of Days Worked Per Week}}\right)$

Cost per week = (Total Running Costs × Number of Miles Run) + Total Standing Charges.

Cost per ton mile = Full Total of Working Costs ÷ by (No. of Miles Run Loaded × Weight Carried Tons).

COMPARISON OF COSTS.

Loading by manual labour.	1 ton in 10 minutes.
Mechanical devices.	1 ton in 2 minutes.
Running time average.	8 m.p.h.
Unloading.	5 minutes.

Distance one way.	No. of Journeys.	Total Mileage.	Total Tonnage.	Cost per Ton (pence).	Cost per Ton Mile (pence).	Spare time in 8 hours (mins.).	Means of Loading.
¾ mile...	7	7	38.5	9.8	19.6	4 mins.	Hand
¾ mile...	20	20	110	4.1	8 2	0 mins.	Mechanical
1 mile...	6	12	33	12.36	12.36	30 mins.	Hand
1 mile...	15	30	82.5	6.26	6.26	15 mins.	Mechanical
1½ miles	5	15	27.5	15.52	10.35	70 mins.	Hand
1½ miles	12	36	6[illegible]	8.39	5.59	24 mins.	Mechanical
2 miles.	5	20	27.5	16.61	8.30	30 mins.	Hand
2 miles.	10	40	55	10.50	5.25	20 mins.	Mechanical
2½ miles	5	25	27.5	17.70	7.08	10 over	Hand
2½ miles	9	45	49.5	12.28	4.91	6 over	Mechanical
3 miles.	4	24	22	21.86	7.28	60 mins.	Hand
3 miles.	8	48	44	14.22	4.74	8 mins.	Mechanical

The Traffic Muddle.

AT the London School of Economics on 1st November, Sir Lynden Macassey lectured on the evolution of London traffic. London traffic facilities, he said, had always been of haphazard growth with no controlling hand. It had always been marked by Government inaction, by municipal jealousies, and by the conflicting claims of vested interests. From the very earliest days traffic demands had exceeded the facilities in London. The outstanding feature in regard to omnibuses, said Sir Lynden, was that there was no control over the routes, time-tables, or fares, and any person could pick the cream of the traffic without any responsibility in regard to the needs of the public.

In dealing with the traffic problem, it must be decided what area was to count as London for the purpose of control. There must then be co-ordination of the various means of transit. Some authoritative decision was required as to their economical functions. What authority was to provide and work the various means of transit. There was no plan in London in regard to street improvements, and London was the only large city without one. A representative committee of the various authorities concerned, such as was talked of in connection with the proposed Traffic Bill, could exercise powers of the greatest benefit, especially if its authority extended to the boundaries of the Metropolitan police district.

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The 30-cwt. Crossley Subsidy Chassis.

THE production, by Crossley Motors, Ltd., Manchester, England, of a 30-cwt. chassis is of exceptional interest in view of the high reputation of this firm in relation to the manufacture of first-class motor vehicles.

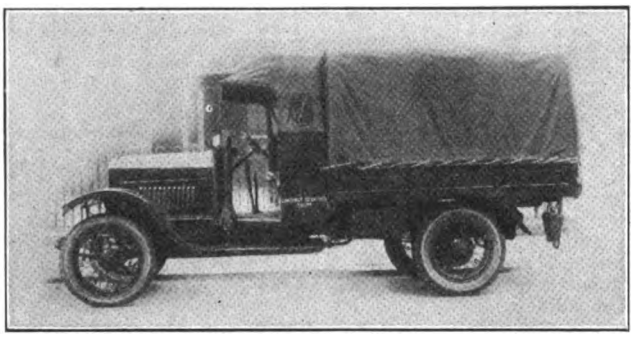
The chassis has been designed to meet the specification set out by the British War Office, and the fact that it has passed, with complete success, the stringent official tests of that Department, is sufficient indication that it is a vehicle of extraordinary soundness and reliability.

An examination of the chassis reveals some very important features, notably a very careful attention to detail, exceptionally good finish throughout, accessibility of all parts and thorough lubrication facilities. In respect of the latter it is worthy of note that lubrication is by oil throughout, spring-capped oil lubricators being fitted for this purpose.

Another very interesting feature is the fitting of giant pneumatic tyres on Rudge Whitworth wire wheels. These tyres have been fitted after exhaustive tests over every kind of road surface.

Other important factors are the relative lightness of the chassis and its high h.p. ratio to weight, and although the British War Office only called for a speed of 25 miles per hour, the 30-cwt. Crossley is capable of a speed of from 40 to 50 m.p.h. on good roads without undue strain or wear. It will be readily admitted that the ordinary type of commercial vehicle cannot give these results for obvious reasons.

Termed a 30-cwt. vehicle for classification purposes, the 30-cwt. Crossley is, as a matter of fact, well able to carry 40 cwt. independent of the weight of the ordinary type lorry body. It is the ideal vehicle for quick and reliable transport, particularly where towns are a great distance apart or where



The Crossley 30-cwt. Subsidy Type Lorry.

roads are indifferent or bad. The 30-cwt. Crossley can travel at a very much higher speed than the ordinary "commercial," and over any kind of road or track, over soft sand, or through deep mud. During its Government trials it was able to haul itself through quagmires without assistance even when down to the depth of the axles.

In Great Britain the chassis is known as the 30-cwt. Subsidy chassis on account of its approval by the British War Office as a Subsidy Vehicle, under a scheme to encourage the use in commerce, of the 30-cwt. lorry fitted with giant pneumatics, suitable for military use. The War Office agrees to pay a sum of £40 per year to all purchasers of approved vehicles or chassis of British manufacture on the understanding that they can purchase such vehicles from the owners in time of national emergency, at a price fixed when the agreement is made.

The following is a brief specification of the 30-cwt. Crossley Chassis (40/45 h.p.):—

Engine. Four cylinders, cast in pairs. Bore $4\frac{5}{16}$ in., stroke $5\frac{1}{2}$ in. (110 mm. by 140 mm.). Capacity 5,260 c.c. R.A.C. Rating 29·7 h.p. Side by side valves, totally enclosed.

Crankshaft. Five bearing crankshaft. Drilled to conduct lubricant to main and big end bearings.

Camshaft. The camshaft has five bearings and is driven by Renold silent chain.

Lubrication. Lubrication is forced by oil pump which is submerged in the sump. There is a relief valve on the side of the crankcase and a large oil filter in the sump. A large oil filler, an easily seen oil level gauge and high and low level cocks are fitted on the same side of the crankcase. Oil is delivered from the pump to a main pipe, with leads branching out to the main bearings. Each of these leads delivers to one of the five main bearings of the crankshaft. *Note.*—Lubrication is by oil throughout. Special spring-lidded oil lubricators are fitted throughout the chassis.

Cooling. Water circulation is maintained by a pump driven by a silent chain through a flexible coupling. The pump is mounted on a platform on the near side of the engine. The radiator which is of the gill tube type has aluminium tanks at top and bottom and side supports. The radiator rests on brackets projecting from the front cross member and is specially mounted to obtain flexibility without excessive movement. The fan is driven by a whittle belt which is easily adjusted by means of an eccentric bracket. The fan hub is mounted on ball bearings.

Ignition. H.T. Magneto. The magneto is mounted on the same platform as the water pump and has a flexible drive with Vernier adjustment for timing.

Clutch. The clutch is of the inverted cone type and is Ferodo lined. A spring loaded clutch stop works in conjunction with clutch pedal. Between clutch and gear box is a double flexible coupling. Adjustment is provided for pedal position.

Gear Box. The gear box has four forward speeds and reverse. Shafts run on ball bearings, and sliding shaft splines are solid with shaft. Sliding shaft spigot runs on two roller bearings and change speed is independent of frame fixing, thus preventing binding through distortion. The universal joint is automatically lubricated from the gear box. An oil filler at correct level is fitted to the gear box.

Gear Ratios:	1st speed	34 to 1
	2nd speed	20.5 to 1
	3rd speed	11.75 to 1
	4th speed	6.25 to 1 (Direct)
	Reverse	27.494

Brakes. The transmission or foot brake is of the contracting type and is situated immediately behind the gear box. It is Ferodo lined in small sections. Easy adjustment is provided by means of a small hand wheel on the shaft of the operating cam. The rear brakes are of the expanding type, lined with cast iron friction pieces in small sections. A compensating device is provided. Adjustment is by two small handles.

Rear Axle. The rear axle is of the full floating type with spur type differential gear and overhead worm gear final drive. The differential has three pairs of pinions, with semi floating sun wheels. The hubs run on ball bearings and have side thrust bearings. The worm and complete differential are removable from the top without removing the road wheels. Large thrust races are provided for worm wheel and worm. An oil filler at correct level is fitted.

Front Axle. This is H. Section special steel stamping. The hubs run on ball bearings and have ball thrust races. Swivel jaws are of the box type. Ball thrust bearings are provided for swivel pins.

Steering Gear. Steering is of the worm and complete wheel type. Special provision is made for adjustment for wear.

Frame. The main frame is of high tensile steel, channel section, specially stiffened with six cross members with angle tie channels. An under frame carries engine and gear box.

Springs. Front and rear springs are semi-elliptic.

Wheels and Tyres. Rudge Whitworth triple spoked wire wheels and rims for straight sided pneumatic tyres. Giant pneumatic straight sided tyres. Size of tyres: Front 36 in. x 6 in. Rear 38 in. x 7 in.

Lighting and Starting. Although electric lighting and starting equipment is not included in the specification, full provision has been made for fitting of same at an extra cost.

Petrol System. There are two petrol tanks. The rear petrol tank has Autovac feed and a capacity of 15 gallons. The dash petrol tank, gravity feed, has a capacity of $5\frac{1}{2}$ gallons. Both tanks have level gauge and filter.

Tyre Pump and Mileometer. A tyre pump, driven from gear box is fitted and a large capacity air filter in connection with the tyre pump is fitted on side of frame. A mileometer driven from the gear box is fitted. Dimensions: Wheelbase 11 ft. 8 ins.; Track 4 ft. 9 ins.

Liverpool C.M.U.A.

DURING the past month the question of the possibility of the transport associations in the Merseyside district merging their interests in one all-embracing association, has been explored. The proposal originated from the Liverpool Area Committee of the Commercial Motor Users' Association.

At a meeting of the General Committee of the Commercial Motor Users' Association, held under the chairmanship of Colonel Fairclough on October 11th, the secretary reported that at a meeting of the associations concerned, it was agreed that the Manchester fusion scheme could not be attempted in Liverpool. The conference decided to draw up a separate scheme embodying conditions which would require to be included in any local scheme of fusion. Such conditions to be considered at a further meeting of the associations.

Amongst the Merseyside transport associations concerned in the proposed fusion scheme are:—the Liverpool Cart and Motor Owners' Association, the Birkenhead Road Transport Association, the Liverpool and District Motor Haulage Contractors' Association, the Liverpool Short Cartowners' Association, Wallasey Cartowners' Association, and the Commercial Motor Users' Association.

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The Roads and Traffic of Greater London.

MR. W. Rees Jeffreys, Chairman of the Roads Improvement Association, in the course of a wireless talk on "The Roads and Traffic of Greater London, said that of London's problems, travel was the most urgent. How to get from one place to another was a daily question which concerned all. We wanted to travel quickly, comfortably, cheaply; instead, travel was slow and there were delays at busy street crossings. We travelled uncomfortably, business trains were packed, tube lifts were like sardine tins, we struggled for seats in bus and tram and we used too much of our nervous energy in getting about, also travel cost too much. We wanted to travel safely—the streets were dangerous—accidents were many. The number of fatal accidents in London during the past three months was 171, and non-fatal more than 18,000, yet in spite of these figures London was one of the safest cities in the world and vehicles were driven with more care, consideration and skill than in any other big city.

SUGGESTED IMPROVEMENTS.

Still there was room for improvement and the number of accidents could be reduced and the speed and comfort of travel increased by the following among other means:—Open out blind corners. Remove street obstructions in busy streets. Widen roads when it can be done by setting back fences and does not require demolition of buildings. Educate drivers in the rules and courtesies of the road and teach them in every school—print them on every driver's licence—placard them in every garage and stable. Connect and develop alternative thoroughfares. Build parallel roads and new by-pass roads. Suspend the licences of drivers of motor cars who are careless, reckless, incapable or intemperate. Require drivers of slow moving vehicles to hug the kerb. Exclude slow moving vehicles from certain busy streets between the hours of 9 a.m. and 6 p.m. Limit the hours when vehicles can deliver goods in busy trafficked streets, such as the Strand and Cheapside. Prohibit crawling cabs. Remove tramway termini from the public roads. Require all road vehicles to be adequately lighted front and rear. Provide adequate footpaths, adequate in width, to all important roads, and require pedestrians to keep to such footpaths except when crossing from one side to another. Plan and conserve the land for new approach roads.

WHO WILL HUSTLE?

But who will get these things done throughout Greater London. Greater London is a dis-united City. Within fifteen miles of Charing Cross there are over 100 Local Authorities, County Councils, County Boroughs, Borough Councils, Town Councils, Urban and Rural District Councils. There is no co-ordination between them. Is it remarkable that no progress is made or little progress is made in providing new roads and co-ordinating traffic? Meantime traffic grows and will continue to grow. Congestion on the tube, in the buses and in the streets grows worse and worse, and will get worse. London is neglected by successive Governments and Parliaments altogether because it speaks with so many voices. There is the voice of the London County Council, the City Corporation, the Borough Councils, the outside County Councils, the Police, the District Councils, and to increase confusion we have the Water Boards, Asylums Boards, Boards of Guardians, Ports and Authorities, all with conflicting interests and different views. Who will evolve a policy which will unite London? We want a Prime Minister, or Minister of Health, who is also a Great Londoner. We want someone who can represent London, to speak for London, to get things done for London, like Mr. Joseph Chamberlain united Birmingham, to get things done for Birmingham.

The problem of London traffic is an important part, but still only a part of the larger problem of London Government. It is a problem not to be solved by Royal Commissions. He could tell a story of many Royal Commissions and Committees on the traffic and Government of London. They heard many witnesses, they produced voluminous reports—nothing happened. The problem could only be solved by a Statesman who was also a great Londoner. They viewed with expectancy the newly-appointed Minister of Health, Sir William Joynson-Hicks who, in a few months, had filled three important offices to the satisfaction of his colleagues in the Government, to the satisfaction of the House of Commons, and to the satisfaction of the Country. He was now in charge of the Local Government of England and Wales. He was the responsible Minister for originating Bills to deal with Local Government. Sir William was peculiarly qualified to deal with the problems of London traffic—he knew them first hand. He represented a Greater London constituency. Those who for the last twenty years had been defeated in their attempts to co-ordinate London Government had formed great expectations of what Sir William Joynson-Hicks might be able to achieve during his tenure of office. They hoped he would succeed in constituting a greater London Authority which would deal with such questions as roads, transport, regional town planning, public health, unemployment, housing, etc., and so co-ordinate and help the efforts of existing Authorities. It would not seek to displace them or absorb them. It must have ample power and adequate financial resources. Conditions were now propitious for the constitution of such an Authority.

The public of London would support any Minister and any Government which put forward a workable scheme but it must be tackled in a big way. London had no interest in mere patchwork schemes that did not really solve questions. To set up, for example, a traffic board with no real authority behind it and no large funds at its disposal would be a patch-work scheme. Patch-work proposals settled nothing.

A QUESTION OF FINANCE.

At the bottom of the problem of London Government and London Traffic was the question of finance. The yield from a penny rate varied in the different districts. Local authorities would not pay out of their local rates for schemes which were for the benefit of Greater London. What Greater London wanted was a common pool out of which such schemes could be financed. London was rich enough to pay for all improvements and developments in it. It was not in London's interests that such schemes should be dependent on Government Grants but the cost of such schemes must be raised equitably and that the present system failed to do. The first matter was to devise machinery by which the cost of London improvements could fall upon the shoulders of those most able to bear it. Many improvements were necessary. Traffic delays were estimated to cost the people of London millions of pounds a year, and expenditure on improved communications would reduce that loss. On what schemes for improving communications should money be spent? Who should find the money? Who should spend the money? There were many authorities and not one was qualified to select a scheme which could best serve the interests of Greater London, or to co-ordinate local effort to serve the common plan. Everyone objected to pay because the cost of Greater London schemes was not fairly distributed.

FIND THE MAN.

Who will secure co-ordination? Who will unite the conflicting interests? Who will devise an equitable financial scheme?

The demand is for a statesman with imagination, with energy. When he arises he will find the people of London behind him, and success will take him down to history as the great Londoner of Greater London.

London Van Horse Parade Society.

THE annual general meeting of the London Van Horse Parade Society took place at 12 Hanover Square, London, W, on Thursday, November 1st.

Sir Gilbert Greenall, Bart. (Chairman) reported that the entries at the last Regents Park Parade numbered 620, of which 425 secured first-class awards, a most satisfactory result, as showing the care and attention that the vanman now bestows on his charge.

The officials for the past year were re-elected "en bloc," and arrangements were made for publishing and distributing the annual brochure containing particulars of the Society to all interested in the London van horse.

Barge Horses.—As no encouragement has yet been offered at any Parade or Horse Show for that useful animal the Barge Horse, a suggestion made that such horses should be eligible to compete at the Regents Park Parade met with unanimous approval, and it was decided that at the next Parade on Easter Monday a special section should be provided for horses used regularly for towing barges. Exhibits to be led.

All interested in, or owning horses used for drawing barges on our rivers and canals are therefore invited to communicate with the Secretary (R. A. Brown), at 12 Hanover Square, London, W.

In conclusion, the chairman wished to thank all those who had so kindly assisted at the Parade, and all who had so generously subscribed to the Prize Fund. A glance at the list of donors would show that a love for horses was shared by all classes.

A vote of thanks to the chairman concluded the meeting.

A Transport Innovation.—Deptford Borough Council's Highways Committee reports that one of the dust freighters purchased from Messrs. Shelvoke & Drewry, Ltd., has been delivered, and that a very satisfactory report has been received as to its capabilities during the first week of trial.

No Licences for Boys.—Tunbridge Watch Committee persists in refusing to grant bus conductors' licences for lads under 18 years of age.

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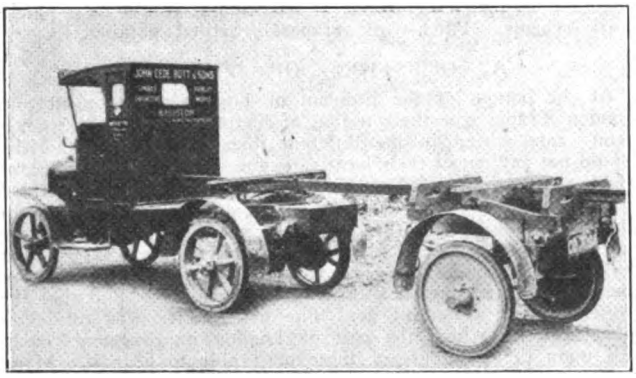
Motor Notes.

Marshall's North Midland Representative. — Marshall, Sons & Co., Ltd., Engineers, Gainsborough, inform us that on and after the 1st November, the address of their representative in the North Midlands, Mr. Eric E. Spencer, will be 450 East Park Road, Leicester (Telegrams "Thrasher," Leicester. Telephone 1386).

A Guy Timber Wagon. — Our illustration shows a Guy 25-cwt. vehicle fitted with a trailer for carrying long lengths of timber. The vehicle in question was supplied to Messrs. John Eede Butt & Sons, timber importers, of Brighton, and



The Guy with 2-wheel attachment for timber transport.

has we are told frequently carried loads of over 3 tons on a petrol consumption of 18 miles per gallon.

The New Mann Catalogue.—We have received a catalogue from Mann's Patent Steam Cart & Wagon Co., Ltd., Pepper Road, Hunslet, Leeds, containing full particulars of their latest steam wagon models, as described recently in these pages. In addition to the descriptions of the firm's various models, the catalogue contains much useful information as to working this particular make of vehicle. There is also a more than usually interesting argument enumerating the advantages and also the economy of the steam vehicle as compared with petrol. We say it is more than usually interesting in that claims are not so absurdly extravagant as to destroy its value, although naturally the argument is open to criticism. Mann's claim to be the oldest established makers of steam wagons in this country having been building them since 1896. The Mann wagon is unique in design in that it is intended to be entirely under the control of the driver without an assistant. The design of the Mann wagon is simple and its construction is robust. The firm is standardising 6 and 4-ton models, which may be modified to suit a variety of purposes. There are a six-ton wagon with fixed body, a 5/6-ton wagon with end tipping body or side and end tipping body, and the same chassis may be fitted with a vacuum tank for cleansing gulleys and, of course, any other type of body desired. The 3/4 ton wagon can be adapted to the same variety of purposes. It is an excellently produced catalogue and we advise our readers to write for copies.

Barimar's New Address.—Barimar's write us as follows:—"As many communications are still being sent to the old address, will readers kindly note that all communications, broken parts, scored cylinders, sent to the firm for repair, should be addressed, Barimar, Ltd., 14-18 Lamb's Conduit Street, Theobalds Road, London, W.C.1, or to the nearest branch service depot, at Birmingham, Newcastle-on-Tyne, Manchester, Leeds or Scotland."

St. Helens open in Manchester.—St. Helens Cable & Rubber Co., Ltd., Slough, have opened a branch office in Manchester at 30 Wood Street, off Deansgate. The Deansgate entrance to Wood Street is immediately opposite Finnegans. Full stocks of cable and solid band tyres are carried there. There is also a solid tyre fitting press.

The New Foden Six-Wheeler. — Fodens, Ltd., Sandbach, have designed and placed on the market a very successful six-wheel type vehicle to carry loads of ten tons and upwards, the tractor is identical with their 6-ton model already described in these pages. In this model the boiler pressure (working) has been increased from 200 to 220 lbs. per square inch and the size of the boiler has been increased. The new boiler has 90 square feet of heating surface and a large fire box. The cylinder diameters have been increased from 4 ins. and 6¾ ins. to 4¼ and 7 ins. The stroke remains the same, namely, 7 ins., the crankshaft has been stiffened by increasing its diameter. Ackermann steering is employed. The following are the features of the trailer:—The body is 23 ft. long by 6 ft. 6 ins. wide and the platform is 4 ft. 3 ins. from the ground. The turntable is of special spherical construction, that is, a steel plate is pressed in the form of a bowl, and attached to the two side members of the tractor chassis; a corresponding plate is attached to the trailer chassis and this allows a very considerable amount of variation in road surface without any appreciable torsional strain on the chassis. The following are results of tests:—for E. W. Wells & Sons, Oak Cottage, Clarence Street, Rotherhithe, London, S.E.16, Surrey Docks to Park Royal load 10 tons, Park Royal to Slough light, Slough to Rotherhithe 10 tons; distance loaded 55 miles, light 10 miles; travelling time 5 hours. Miles per cwt. of coal 21·6, water 300 gallons, speed 13 m.p.h. Four such tests were made with more or less similar results.

The Ministry of Transport's Motor Taxation Return.—The Ministry of Transport furnishes for publication figures of the number of motor and other licences issued from the 1st December, 1922 to 31st August, 1923, and of the approximate tax collected in that period in Great Britain as returned by the local authorities, together with the approximate number of licences current on the 31st August. The total gross receipts shown in this return amount to £12,662,023. The total number of motor vehicles excluding tramcars and trade licences current on the 31st August may be taken as 1,105,000 including 384,000 cars taxed on horse power. 430,000 cycles, 173,000 commercial goods vehicles and 86,000 hackneys. The average receipt in respect of a whole year licence was £16 18s. 6d. for cars taxed on horse power, £2 11s. 6d. for cycles, £21 7s. for commercial goods vehicles and £25 11s. 6d. for motor hackneys.

Chloride Batteries, Etc.—R. H. Jackson, Ltd., 54-56 Cannon Street, Manchester, have sent us a copy of a Brochure they have recently published dealing with the products of the Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester. It is certainly something new in this class of literature. It is artistically bound with a stiff cream colour paper with a design in colours, showing the various purposes for which the Chloride batteries are used. The Brochure is divided into sections, the first one of which deals with batteries for home, train and car lighting. This section does not go into a detailed description of the batteries themselves but interestingly after the fashion of a story. The second section describes the manufacture of the battery giving the history of the development of the firm, and the third and fourth sections describe the assembling and packing of the batteries, and auxiliary services. We congratulate Messrs. Jackson on their excellent production.

A Smart Carrimore.—Our picture shows a 2-ton Carrimore trailer upon which is mounted a very smart body built by the Chelsea Motor Building Co., Ltd., 164 King's Road, Chelsea,

A Chelsea body on a Carrimore trailer chassis.

London, S.W.3, to the order of the well-known firm of Waring & Gillow, Ltd. The body is nicely balanced and well proportioned.

Dominion Tyres.—United States Rubber Co., Ltd., 47-48 Farringdon Street, London, E.C.4, have sent us an illustrated folder, copies of which have been sent to traders throughout the Kingdom. It is a folder more particularly intended for dealers in motor tyres requiring advertising matter, and it illustrates a comprehensive selection of sales promotion material.

"Top-Dog" Brake Lining.—Hubert H. P. Trist & Co., 50 Victoria Street, Bristol, have placed on the market a new brake lining which they describe as "Top-Dog" which they claim to be efficient in every respect. It has been subjected to exhaustive tests and many users have expressed their entire satisfaction. It is our intention to describe the lining in more detail in subsequent issues.

The Burrell 7-Ton Steam Tractor.—We would remind our readers that Charles Burrell & Sons, Saint Nicholas Works,

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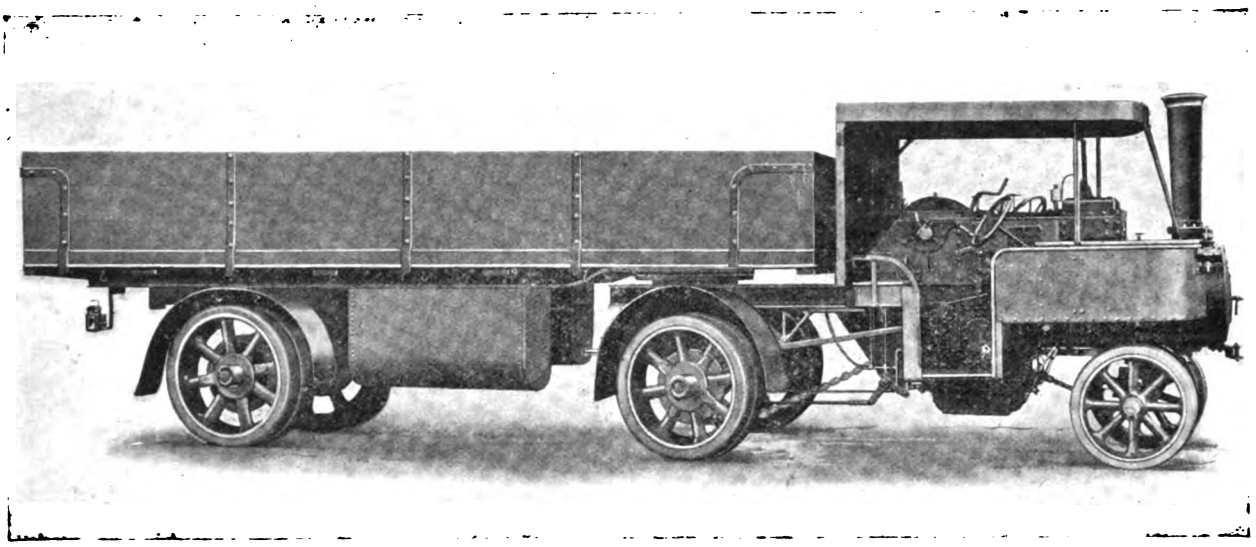
Thetford, Norfolk, having taken advantage of the additional unladen weight permitted under the Roads Act, 1920, Section 7 (6), manufacture a 7½-ton steam tractor. The tractor is more serviceable and robust in every respect than the 5-tonner, is even more economical and will haul heavier loads. The following is a brief description of it for those who may not have read the description contained in our Royal Agricultural Show number this year:—

The 7½-ton tractor is fitted with double crank compound cylinders and is mounted on springs fore and aft, awning over driver, tank under barrel of boiler, and third speed. It is built upon the same leading principles which have been so successful with the firm's heavy road locomotives, every consideration being given to efficiency and durability, the necessary strength of parts being obtained by the use of high class material. The distinctive feature of what is known as the "double gear drive," *i.e.*, each hind wheel being driven separately of the countershaft, is maintained, and its usefulness has been found to be even more marked in smaller engines than in the larger sizes. The arrangement instantaneous locking gear operated from the foot-plate, is also applied, and is found to be most effective. The tractors are made with two or three speeds as desired, and are mounted on springs on both front and hind axles.

The Mann 6-wheeler.—The Mann 6-wheeler is, in a general way, intended to take the place of a steam wagon and trailer for those trailer users who do not require to keep several trailers going at once for loading purposes. It can be supplied with a platform up to 25 ft. long, if necessary, and with suitable sides to suit requirements. When a driver becomes accustomed to handling it, it can be manoeuvred backwards without difficulty. The loading capacity is up to 10 or 12 tons, and it is allowed a legal speed of 12 miles per hour. With regard to the forepart of the chassis, the engine, cab, controls, power, boiler, economy and the special features of direct-control and one-man drive, these are all identical with the 6-ton specification, which is given in detail in Mann's new Catalogue "C." The wheel base is modified to meet the requirements of a 6-wheeler.



The Mann 6-wheeler.

"The Citroen Cab." — A most useful and comfortable addition to getting about is the handsome little Citroen Taxi-cab, which Sir Maxwell Monson (who holds the concession for Great Britain, Ireland and the Isle of Man) is just introducing to London. It is speedy and quiet and quite a moderate price for men who wish to own their own cabs. The cab is to be seen at the premises of Maxwell Monson, Ltd., 2 Halkin Place, Belgrave Square, London, S.W.1.

"Mystic."—The "Mystic" is a windscreen cleaner. It consists of a metal holder in which are secured two felt pads. The felt pads are impregnated with a chemical substance, and when the impregnated felt is rubbed over a wet windscreen any rain, snow or fog, which may have settled upon it runs off, giving the driver a clear view of the road ahead. It is stated that the "Mystic" cleaner does not smear the windscreen. The Edgware Trading Co., Edgware, Middlesex, inform us that they introduced this little accessory last season when it met with instant success. As a result they have now put down a plant for its manufacture on a large scale at Edgware, and they are able to offer it at 3/6d. instead of 4/6d. as formerly.

The M.C.L. Electrical Equipment.—We are informed that the "M.C.L." patent system of lighting and starting is now being handled by the Midgley Car Lighting Co., Ltd., Oceanic House, 1a Cockspur Street, London, S.W.1, under the direction of Mr. A. H. Midgley, a pioneer in this class of work. The company's works, at Anchor and Hope Lane, Charlton, London, S.E.7, which are equipped on modern lines and are now approaching full production. Formerly the patent and manufacturing rights were handled by Scholey & Co., Ltd. The starter, switchboards and junction box show originality in design and should meet with success. The dynamo also has been improved and the form of controller and cut-out used in conjunction with it, should have an important bearing on battery upkeep. We advise our readers to apply for the illustrated descriptive booklet.

The Baico Fire Engine.—Baico Patents, Ltd., inform us that on receiving recently an order from the New Zealand Government for a Baico 30-cwt. fire engine of 200 gallons per minute capacity, conditions were attached so severe as to seem impossible of fulfilment, since they demanded an output some 40 per cent. greater than had been previously obtained from the Ford engine. As the Baico Company make a speciality of obtaining the greatest possible efficiency from the Ford mechanism, they accepted the order, including these strenuous conditions, adapted the Ford engine to give greater speed and greater power, and on an official test had no difficulty in increasing the output more than 40 per cent. above the standard rating.

The "Quikko" Brake for Ford Cars.—It is claimed for the Quikko brake that it gives instantaneous effect bringing the car to a standstill. In the event of the axle shaft breaking, the Quikko brake prevents the road wheel from coming off and letting down the car. It dispenses with the internal brake shoes. These external brakes are supplied to work in conjunction with existing brake drums which have probably become worn and liable to break. With the Quikko brake and its new drum, any chance of wear, play or other inaccuracy is eliminated. The brake is 50 per cent. more powerful than the internal brake. Although the special attachment provides for the emergency of the axle shaft breaking, the lip supplied on the Quikko brake drum, together with the locking devices, which are simply bolted on to the existing radius rods and axle casing without interference of any working or vital bolts and nuts, takes up all lateral or side strain and eliminates the danger of the axle driving shaft shearing. The thumb screw and nut provide for adjustment. Quikko brakes are sent out with full instructions for fitting. Further particulars may be obtained from J. W. Pickavant & Co., Ltd., Quikko Works, Lombard Street, Birmingham.

A. T. Speedometer.—If running records and costs are to be kept accurately it is essential that every vehicle should be fitted with an efficient mileage recorder and in this connection we commend to the notice of our readers the A. T. speedometer manufactured by the A. T. Speedometer Co., Ltd., 45 Brook Green, Hammersmith, London, W.6, who have sent us their latest catalogue in which a variety of these instruments are described. Amongst these we notice a hub-cap mileage recorder of strong construction. It is enclosed in a very stout gun-metal casing and records up to 10,000 miles. When ordering, the make of lorry, date of manufacture, type, size of front tyres and whether solid or pneumatic, should be stated. A special hub-cap record is supplied for Ford vans. Records are also made for the cardan shaft, gear box or front wheel drive.

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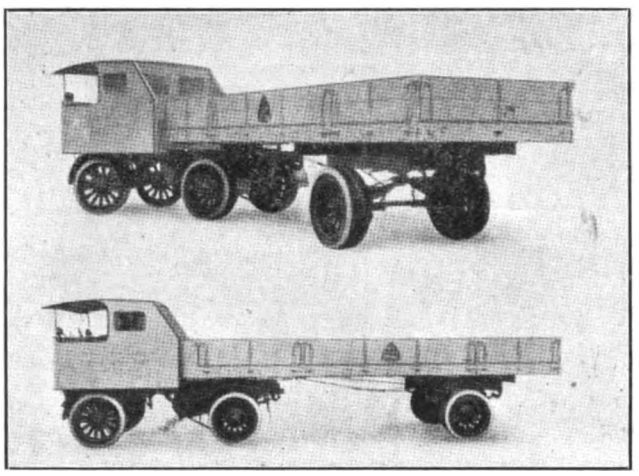
Alklum Storage Batteries.—Worsnop & Co., Ltd., Lamp Works, Halifax, have sent us their new catalogue describing Alklum storage batteries, which include batteries for electric delivery vans, factory and platform trucks, mine locomotives, and starting and lighting batteries for motor cars. The advantages claimed for the Alklum accumulators are great mechanical strength, small internal resistance and durability, small weight and small volume. The great difference between the ordinary lead accumulator and the Alklum accumulator, it is stated, is that whereas the lead accumulator is a very delicate instrument requiring greater care, the Alklum is a very sturdy instrument and will stand considerable rough usage in the hands of a careless or ignorant person. The Alklum is manufactured by Alklum Electrics, Ltd., Waterside, Halifax, and is an electric storage battery of the nickel-iron type with insoluble electrodes and unvariable alkaline electrolyte. The outside container as well as the plates are made of nickelled steel in a rigid construction and the electrolyte being unvariable, the amount required is reduced to a minimum. It consists of a chemically pure 20 per cent. solution of Hydrate of Potassium, K.O.H., and is called "Alklum."

An Electric Six-wheeler.—The General Vehicle Co., Ltd., 43 Shoe Lane, London, E.C.4, have placed on the market a six-wheeler electric known as the "G. V. Giant" of which the following is a brief description:—The tractor is made up of standard parts throughout. The flexible connection between tractive vehicle and semi-trailer is of the turn-plate design, known as the "Martin Rocking Fifth Wheel." This turntable is spring loaded and allows the vehicle to conform to all road unevenness without interfering with the stability of the tractor. A quick release connection is situated in the driver's cab thus enabling the tractor to be easily and speedily withdrawn from the load carrying portion. Special jacks are provided for supporting the front end of the semi-trailer or load carrying portion when it is uncoupled from the tractor. Any one of these vehicles will carry a full load up a gradient of one in six.



The G.V. 10/12-ton electric.

The vehicle is fitted throughout with Westinghouse air brakes. Exhaustive tests have been carried out and this type of vehicle has proved to be a complete success which the makers consider to be a step towards revolutionising the heavy transport side of electrically propelled vehicles. Any type of body can be fitted. The one shown in the photograph is a box body with detachable sides and tail board and same can easily be converted into a flat platform type if so desired. Low loading bodies can be made if necessary. The firm not only manufacture the 10-ton six-wheeler but also a seven ton and a four ton on precisely the same design and made up of standard parts. The question of mileage is determined by the battery equipment but the ten tonner can give as much as from 35/40—on the seven tonners 40/45 and on the four tonner 45/50.

A Hollings & Guest Appreciation from Chili.—Hollings & Guest whose solid tyre presses are so well known to our readers have received the following letter from a firm in Calama, Chili. The letter has reference to a baling press but it nevertheless is an excellent testimonial for the firm's material and workmanship:—"It may interest you to know that the hydraulic press and pump of your manufacture, installed by Mr. T. N. Chambers in 1914, has been working ever since continuously without needing the lightest repair. It is only now, after nine years' hard work, that the pump cylinders are getting worn, and this is greatly due to the gritty dust which it is impossible to keep away from the machinery. It gives me great pleasure to send you this unsolicited testimonial, as I have received excellent service from the installation."

New Telegraphic Address.—W. H. Willcox & Co., Ltd., 38 Southwark Street, London, S.E.1, inform us they have secured registration of a new telegraphic and cable address as follows:—Telegrams: Enginsplys, Borch, London. Cables: Enginsplys, London.

Fowler's Convertible Rollers and Tractors.—We have received from John Fowler & Co. (Leeds), Ltd., Steam Plough & Locomotive Works, Leeds, a new descriptive catalogue with illustration of their convertible road rollers and tractors.

A Contradiction.—Marshall, Sons & Co., Ltd., Britannia Ironworks, Gainsborough, request us to announce that they emphatically deny the report (circulated by certain sections of the lay press) that Messrs. Vickers, Ltd., have taken over or acquired the firm. The report is absolutely without foundation.

Change of Address.—The Four Wheel Drive Lorry Co., Ltd., announce that their address is now 46 Charing Cross, London, S.W.1, where they have secured larger premises in order to cope with their increase of business.

British Rubber Tyre Manufacturers' Association.—The following Officers have been elected by the members of the solid rubber tyre section of the Association to hold office for the year to 30th September, 1924. Chairman, Mr. F. A. Bonsor of the Avon India Rubber Co., Ltd.; Vice-Chairman, Mr. F. Glew, of W. & A. Bates, Ltd.; Honorary Technical Secretary, Mr. Walter Bond, of Dunlop Rubber Co., Ltd.

Safety Against Fire.—The accompanying illustration depicting the effects of a disastrous fire which destroyed the building, etc., of the Rom River Co., Ltd., at Romford, recently is particularly interesting to owners of garages and others concerned with the safe storage of petrol. Although the effect of the intensity of the fire is clearly shown by the condition of the Golden Pump it is instructive to note that the petrol contained in the underground tank was kept perfectly safe and unaffected by the terrific heat of the flames. The effectiveness of the bulk storage system in protecting the petrol, and thus preventing greater disaster, must be gratifying to the Anglo-American Oil Co., Ltd., who installed the plant.

Anglo-American bulk storage. After a fire, buildings and pumps destroyed but petrol tanks safe.

Turner Timers.—We have received a folder from Mr. S. E. Leach, 16 Brown's Buildings, Exchange Street West, Liverpool, illustrating and describing Turner Timers for Fords, the claims for these Timers are that they start the Ford motor instantly in zero weather, they prevent the fouling of the two front spark plugs so common on the Ford motor, there is a considerable fuel economy due to the hot spark created by the keen wide wipe contact. They stop "kicking" and back firing. The wire assembly is entirely enclosed preventing oil and water from reaching the Timer wires. They can be installed on any Ford car or truck in 10 minutes. There are only two moving and wearing parts and these can be quickly and cheaply replaced when necessary. No oiling is required.

A Red Line Service Station.—A Service Station of interest has recently been installed at Brooklands Race Track by The Union Petroleum Products Co., Ltd., of 16 Charles Street, Haymarket, London, S.W.1, the proprietors of the well-known "Redline" Motor Spirit. This station has the unique feature of being built with a roof in blue, the same colour as the well-known cans, enabling the building to be easily located from any distance by motorists, and storage is provided for 2,000 gallons of spirit in bulk and 500 gallons in cans.

New London Depot for Dekla.—Dekla, Limited, of Beacon Works, Bradford Street, Birmingham, have appointed R. Lovett & Co., of 9 St. Stephen's House, Victoria Embankment, Westminster, S.W.1, as their sole London agents, who will carry a complete stock of Dekla specialities.

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C.M.I. Magnetos. — The County of London Engineering Works, Ltd., of 13 Grape Street, Shaftesbury Avenue, W.C.2, advise us that they have completed negotiations with the Peel Connor Telephone Works, the proprietors of which concern are The General Electric Co., Ltd., and they will henceforth act as agents for the magnetos and "Lorrilite" lighting sets manufactured by the company. These magnetos are fitted as standard by many well-known makers of motor vehicles, and users will be glad to hear of the establishment of a service station in the heart of the west end, where every attention can be given immediately to their requirements. Ample supplies of magnetos and spare parts will be carried at the above address.

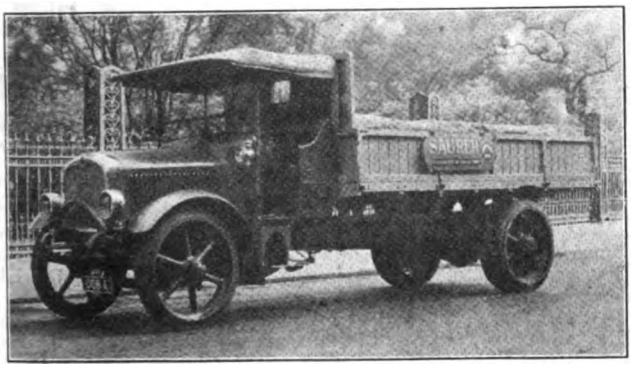
Pickavant's Accessories. — J. W. Pickavant (himself), 27-29, Summer Row, Birmingham, has sent us his Red Dragon accessories folder describing several very useful Ford accessories, amongst which are a horn push which replaces the nut on the head of the steering column; an oil filler for the Ford crank case which effectually prevents oil wastage, and also a quick release tank cap. Another folder describes the "Grippo" brake for Fords, which is claimed to be a thoroughly reliable hand-brake, which will even when swamped with oil, pull up the most heavily laden Ford.

The Eagle, Star & British Dominions Insurance.—It is announced that the controlling interest in the Continental Guaranty Corporation, Ltd., Commercial Bankers, has been acquired by the Eagle, Star and British Dominions Insurance Co., Ltd., that company having purchased all the shares formerly held in America. This bank was opened in this country nearly five years ago as a branch of the New York Commercial Banking Institution, and was registered as a subsidiary English Company last year. It now becomes purely British in constitution, ownership and personnel. The American directors have retired and Sir Edward M. Mountain, Bt., J.P., has been appointed Chairman. This commercial banking house has been consistently successful since its inception in this country, and specializes in financing the movement of products of the engineering, motor and allied trades.

The Splendid Saurer Performance.—In order to demonstrate the efficiency of the Saurer chassis, the firm entered a type 5 AD chassis for test by the Royal Automobile Club. They have received the Club certificate No. 551 which shows that during a trial of over 1,000 miles, carrying a paying load exceeding 6 tons, the following record performance was put up:—

Petrol .....9·84 miles per gallon.
Oil.....1,452 miles per gallon.
Water evaporated.....1 pint.
Gross ton mileage per gallon of petrol...104·66.

As we understand that the best ton mileage performance recorded by the R.A.C. was 69·3 the Saurer has exceeded by no less than 50 per cent. thus establishing a Club record. The trial was held over the following route:—London (Swiss Cottage), Barnet, Welwyn, Hitchin, Biggleswade, Tempsford and back. The trial occupied 10 days. There was rain on only three days; the roads were good. The lorry did not coast when descending hills. The fuel used was a mixture



The Saurer Lorry.

of approximately equal parts of motor spirit and benzole. The trial was run at an average speed of 11·8 miles per hour. No work, other than replenishment, lubrication and greasing, was done throughout the trial and there were no involuntary stops of any kind. Throughout the trial, when brakes were required, the engine brake was used either alone, or supplemented by the hand, or foot brakes.

The I.A.E. and Insurance Companies.—A very important conference was recently held between representatives of practically all the insurance companies, which issue motor car policies, and the Council of the Institution of Automobile Engineers. The necessity of co-operation between the two was emphasised on all hands, though no definite agreement was reached as to how this could be carried out in practice. A first step has, however, been taken. The Council of the Institution has prepared a list of all members who are prepared to undertake work in connection with inspections, assessing repairs, and technical work, on behalf of the motor insurance companies. This list has been sent out to the insurance companies, which have undertaken to make use of the services of members of the Institution, wherever possible, in preference to those of non-members. It is hoped that by thus ensuring that such work shall be placed in the hands of responsible and capable engineers, advantage will accrue to the motor car user, and in the end benefit the industry.

The Dewar Trophy won by Rapsons.

Rapson Awarded the "Dewar" Trophy.—The Rapson Tyre & Jack Co., Ltd., 477 Oxford Street, London, W.1, are to be congratulated upon being awarded the "Dewar" trophy by the Royal Automobile Club. The following is the letter the firm have received from the Club's Secretary:—"I have much pleasure in informing you that at the meeting of the Technical Committee of the Club held yesterday the "Dewar" Challenge Trophy was unanimously awarded to you in respect of the 40,000 miles trial of Rapson cord tyres, this trial being considered to be the most meritorious performance in R.A.C. certified trials held in the period of 15th October, 1922—14th October, 1923. I am requested to convey to you the heartiest congratulations of the Technical Committee."

An Important Garrett Order.—The well-known firm of millers, Messrs. Hovis, Ltd., have recently placed an order with Richard Garrett & Sons, Ltd., Leiston Works, Leiston, for one of the firm's latest 6-ton undertype steam wagons and 4-ton tracking trailers. The wagon will be shown at the forthcoming Commercial Motor Exhibition. The order was obtained after prolonged trials and demonstrations and, we are informed, that Messrs. Hovis, Ltd., decided to dispose of their present fleet of vehicles and purchase this latest type.

Degory Carburator.—Comment has been made in these columns on the good qualities of the Degory Carburator on various occasions and our readers will therefore be interested to learn as they will notice from the advertisement appearing in this issue that the business has been formed into a Company under the style of Degory Carburators, Ltd., with a capital of £50,000, divided into 30,000 7 per cent. cumulative participating preference shares of £1 each, and 20,000 ordinary shares of £1 each. Of this 29,793 preference shares are being issued for subscription at par. The company has been formed to take over the business of Mr. C. A. Cooper, trading as the Degory No-Jet Carburator Company, with all its assets. Mr. C. A. Cooper is chairman of the new company, and the secretary is Mr. B. W. H. Pratt, 93 Moore Park Road, Fulham, S.W.6.

Commercial Cars, Ltd., Luton.—At a meeting of creditors of the Hon. W. C. W. Egerton, the statement was made that Commercial Cars, Ltd., Luton, was going into liquidation. We are asked by the Receiver and Manager, Mr. H. Tansley Witt, to state that, on behalf of the Debenture Holders, he is carrying on the business, and the company are prepared under his management to execute all orders for commercial vehicles, spare parts, etc.

H. G. Burford & Co., Ltd., Removal & Head Offices.—We are informed by Messrs. H. G. Burford & Co., Ltd., that they are unable to wait for the completion of the rebuilding of the premises in which their offices have been situated for some years past, and they have accordingly secured a suite of offices on the first floor at 24 Haymarket, London, S.W.1, to which address all correspondence should now be directed, except that which relates to accounts, spare parts, overhauls and repairs, which should be addressed to the works. The telephone exchange and numbers remain as before, Regent 5280 (2 lines).

W. & A. Bates, Ltd., New London Address.—Owing to the growth of their business, Messrs. W. & A. Bates, Ltd., the well-known makers of the Bates solid tyres, have found it necessary to move to more commodious premises, and these have been secured at 101/3/5 Goswell Road, London, E.C.1, to which address all enquiries should now be directed.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Jackson & Dews, Westgate, Wakefield, carting agents. £11/13/7. July 17th.

Chas. Frdk. Ledgard, 248 Huddersfield Road, Dewsbury, Yorks., haulage contractor. £40/9/9. July 16th.

Senior Bros., 69 Newsome Road, Berry Brow, Huddersfield, carting agents. £26/2/6. July 11th.

Jno. Wilkins, 3 Midland Gr., Hunslet Carr, Leeds, carrier. £64/17/3. July 16th.

General Storage & Transport Co., 36 Douglas Street, Deptford, S.E., carriers. £51/19/6. July 20th.

Nottingham, Somercotes & District Express Parcels Delivery Co., 5 Bernard St., Nottingham, carriers. £10/1/6. July 25th.

Rchd. Maynard, 25 New Street, Honley, Huddersfield, carting agent. £110/11/9. July 10th.

H. R. Steel & Sons, 98 North Street, Barking, Essex, haulage contractors. £14/5/4. August 9th.

Warrington Road Transport Clearing House, Ltd., Winwick St., Warrington, haulage contractors. £10/8/0. August 10th.

Crown Transport Co., 69-71 Lots Road, Chelsea, London, S.W., transport contractors. £31/16/11. July 13th.

Knights Haulage & Stevedoring Co., Ltd., 9 Water Lane, London, E.C., haulage contractors. £28/4/10. August 7th.

Birmingham Motor Haulage Clearing House, Ltd., 121 Colmore Rd., Birmingham, haulage contractors. £44/19/0. August 7th.

James Express Delivery Service, 27a Turner Street, Manchester, carriers. £38/5/5. August 13th.

Blackhorse Transport Co., Sheen Road, Richmond, Surrey, transporters. £18/8/3. August 10th.

H. Day & Son, Firle Road, Peacehaven, near Newhaven, carriers. £17/16/11. August 2nd.

Tom Johnson, 75 Westgate, Bradford, motor agent. £15/14/6. August 15th.

R. Sherburn, High Street, Kippax, Yorks., haulage contractor. £88/13/4. May 30th.

Ike Evans, Victoria Street, Hereford, haulage contractor. £119/0/10. August 7th.

Stanley Naylor & Knowles, 13 Kelcliffe Avenue, Guiseley, Yorks., haulage contractors. £26/5/7. August 23rd.

Tudor Transport Co., 125, Tudor Road, Cardiff, transport carriers. £10/0/3. August 17th.

Birkenhead Road Transport Clearing House, Ltd., Hamilton Square, Birkenhead, haulage contractors. £19/2/4. August 31st.

C. Grundon, Victoria Road, Eltham, Kent, cartage contractor. £16/5/4. August 28th.

Manchester Road Transport Clearing House, Ltd., 129 Water Street, Manchester, haulage contractors. £15/12/10. September 4th.

Jno. Wilson, 4 Dartford Road, Aylestone Park, Leicester, carter and jobmaster. £37/2/4. August 2nd.

A. E. Liverton & Co., 6 Bartholomew Close, E.C., carriers. £14/16/9. August 29th.

— Lowry, 1a Campbell Road, Bow, E., jobmaster. £33/16/1. August 23rd.

Vickery Bros., Goring, Oxford, haulage contractors. £14/10/10. August 10th.

Rchd. Pharo, Badshot Lea, Surrey, haulage contractor. £16/16/0. August 11th.

Fred Bell, 52 Burnley Road, Halifax, and c/o Premier Garage, Hopwood Lane, Halifax, general carrier. £50/0/10. August 8th.

Hull Road Transport Clearing House, Ltd., Heselgate Buildings, Humber Dock Side, Hull, haulage contractors. £10/5/7. September 4th.

J. Nicholson, 119 Halifax Road, Sheffield, haulage contractor. £16/8/9. August 8th.

W. H. Armstrong, 23 King Street, Rock Ferry, Birkenhead, haulage contractor. £19/1/10. September 5th.

Bristol Motor Haulage Clearing House, Ltd., Albion Chambers, Small Street, Bristol, contractors. £15/17/10. September 11th.

Manchester Road Transport Clearing House, Ltd., Millgate Buildings, Millgate Street, Manchester, forwarding agents. £12/16/0. August 24th.

The Gazette.

The Bankruptcy Act, 1914.
Bankruptcy Proceedings.

ARTHUR REYNOLDS LEAT, 1a Culver Lane Road, Exeter. Haulier, etc. Receiving order and order of adjudication, October 1st.

WALTER RAYLOR, The Lodge, Reighton Hall, near Bridlington, Yorkshire, previously Bridlington Street, Hunmanby, Yorkshire. Motor Transport Contractor. Receiving order and order of adjudication, October 5th.

FRED CARR, Back 97, Ladysmith Road, Great Grimsby. Transport Worker. Receiving order and order of adjudication, October 9th.

TRADE & COMMERCIAL TRANSPORT ASSOCIATION, Thorncroft, Isles Lane, Knaresborough, York, lately 16 Park Place, Leeds. Haulage Contractors. Receiving order, October 12th.

CLAUDE LENNOX GREGORY, Welton Daventry, Northampton. Carter, etc. Receiving order and order of adjudication, October 18th.

HAROLD CHARLES GARRETT, 38 Portland Place, Leamington, Warwickshire. Lately Haulage Contractor. Receiving order and order of adjudication, October 19th. Public examination, November 23rd, at Warwick.

FRANCIS SEATON, 89 Wetmoor Road, Burton-on-Trent, Staffs. Haulage Contractor. Receiving order, October 24th. Order of adjudication, October 27th.

Notices of Intended Dividends.

JOHN DANIEL, Brynbrych Farm, Rhos, Cilybebill, Glamorganshire. General Haulier. Claims to Henry Rees, Government Buildings, St. Mary's Street, Swansea, Official Receiver.

FREDERICK LANHAM, Lower Farm, Surlingham, Norfolk. Carter, etc. Claims, H. P. Gould, 8 Upper King Street, Norwich, Official Receiver.

ERNEST ALFRED NICHOLS, Steam Packet Tavern, Bathurst Parade, Bristol. Motor Haulier, etc. Claims to Frederick William Darley, 26 Baldwin Street, Bristol, Official Receiver.

WALTER SANKEY, 10 Coniston Street, Leigh, Lancashire. Carter, etc. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

CHARLES FREDERICK LEDGARD, trading as John A. Ledgard, 245 Huddersfield Road, Dewsbury, Yorkshire. Haulage Contractor. Claims to Walter Durrance, Official Receiver, 12 Duke Street, Bradford.

WILLIAM ANDERSON and ALBERT ANDERSON, trading as Anderson Brothers, The Leys, Darlaston, Staffordshire. Haulage Contractors. Claims to Samuel Wells Page, 30 Lichfield Street, Wolverhampton, Official Receiver.

JOHN EDWIN DANIELS, 72 Warrington Road, Glaxebury, Lancashire, and Bold Street, Leigh. General Carter. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

JOHN JAMES JOHNSON, Bryngwyn Cottage, Wormelow, Herefordshire. Haulier, etc. Claims to M. J. G. Scobie, C.B., Official Receiver, 2 Offa Street, Hereford.

Notices of Dividends.

JOSEPH PHILIP COOPER, The Old Golf House, Branstone Road, Branstone, Staffordshire. Haulage Contractor. First and Final of 3d. in the £. Payable at 43 Wardwick, Derby.

WILLIAM FREDERICK DIMON (trading with Albert Jones, as Dimon and Co.), Cedar House, Martock, Somerset. Motor Hauliers (Separate Estate). First and Final of 20s. in the £. Payable at the Official Receiver's Office, City Chambers, Catherine Street, Salisbury.

WILLIAM FREDERICK DIMON and ALBERT JONES, trading as Dimon & Co., Cedar House, Martock, Somerset. Motor Hauliers. First and Final of 3s. 8¾d. in the £. Payable at the Official Receiver's Office, City Chambers, Catherine Street, Salisbury.

EVAN PRICE, Gambia, Aberayron, Cardiganshire. Haulier, etc. First and Final of 3s. 4d. in the £. Payable at 4 Queen Street, Carmarthen.

The Companies Acts, 1908 to 1917.

THE WEST WALES MOTOR TRANSPORT COMPANY, LIMITED, Blue Street, Carmarthen. Winding up Order, October 10th.

Dissolutions of Partnership.

REGINALD PALMER DUNN and JOSEPH SYDNEY FLETCHER, trading as R. P. Dunn, Haulage Contractors, Maltby, York. September 29th. All debts by Reginald Palmer Dunn, who will continue the business on his own account.

ALBERT MIDGLEY, AMOS MITCHELL, FRANK MITCHELL (Senior), and FRANK MITCHELL (Junior), trading as Mitchell & Co., Motor Haulage Contractors, etc. Cross Roads, near Keighley, Yorkshire. 10th July. All debts by Amos Mitchell, Frank Mitchell (Senior), and Frank Mitchell (Junior), who will continue.

FREDERICK WILLIAM HOBBS and REGINALD TREVENA, trading as Hobbs and Trevena, Motor Haulage Contractors, 154 Hanover Road, Brondesbury, N.W.10. 24th September.

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New Companies.

London Colonial and Continental Transport Co., Ltd. (192,809).—Private Company. Registered October 1st. Capital £2,050 in 2,000 ordinary shares of £1 and 200 deferred shares of 5/-. To carry on the business of ship owners, ship and insurance brokers, managers of shipping property, forwarding agents, freight contractors, carriers, barge owners, lightermen, ice merchants, refrigerating storekeepers, wharfingers and general traders, etc. The subscribers (each with 100 ordinary shares) are: G. A. Allen, 30 York Rise, N.W.5, insurance manager; T. H. B. Oriel, 84 Leadenhall Street, E.C.3, underwriter. The subscribers are to appoint the first directors. Qualification 1 share. Remuneration (except managing director) as fixed by the company. After the first allotment of shares, any further issue must be offered to Harris Marrian and Co., and in the event of their declining to accept the offer within fourteen days, the directors are to offer the shares to the holders of the ordinary shares. Solicitors: Simmons and Simmons, 18 Finch Lane, E.C.

London-Calais Shipping Co., Ltd. (192,285).—Private Company. Registered September 4th. Capital £800 in £1 shares. To carry on the business of shipping and forwarding agents, etc., and to adopt an agreement with Gustave I. Corbu. The first directors are: Gustave I. Corbu, "Enbrook," Engayne Gardens, Upminster, shipping agent; A. C. Rees, 46 Tottenhall Road, Palmers Green, N., accountant.

Marling's Haulage Co., Ltd. (192,848).—Private Company. Registered October 3rd. Capital £3,000 in £1 shares. To take over the business of a carrier and haulage contractor, formerly carried on by O. Bromell, at Humberstone Road and Erskine Street, Leicester, and certain of the assets of the proprietor used in connection therewith, to carry on the same and the business of motor lorry and van owners, carriers, jobmasters, etc. The permanent directors are: O. Bromell, W. J. Hyward, J. H. Mason. Registered office: 29 Friar Lane, Leicester.

Binnington's Motors, Ltd. (192,933).—Private Company. Registered October 8th. Capital £10,000 in £1 shares. To acquire the business now carried on by S. Binnington, at Willerby, Yorks, as "S. Binnington," and to carry on the business of motor and other omnibus proprietors, and carriers of passengers and goods between Hull, Anlaby, Kirkella, Willerby, Aldborough, Hornsea and Hull, and neighbourhood. The first directors are: S. Binnington, W. H. Binnington, S. A. Binnington, T. E. Binnington, A. V. Binnington. Secretaries: T. Shipley and A. Garton. Registered office: Main Street, Willerby, E. Yorks.

Scarlet Pimpernel Cars and Motor Supplies, Ltd. (192,958).—Private Company. Registered October 8th. Capital £2,500 in £1 shares. To take over the business of motor coach, char-a-banc, taxi-cab, and general motor vehicle owner and contractor and garage proprietor, etc., carried on by A. J. Harding, at 7 The Promenade, and at Picketts Yard, Ilfracombe. The first directors are: A. J. Harding (managing director and chairman), Mrs. F. K. Harding, A. K. Harding. Secretary: A. K. Harding. Registered office: 7 The Promenade, Ilfracombe.

W. H. Roe (Bristol), Ltd. (193,014).—Private Company. Registered October 10th. Capital £1,000 in £1 shares. To acquire the business of a builder, haulier and contractor, carried on by W. H. Roe, at 11 Sidney Row, Bedminster, Bristol. The first directors are: W. H. Roe (managing director), F. G. Roe. (both permanent, subject to holding 25 shares each). Registered office: 11 Sidney Row, Mill Lane, Bedminster, Bristol.

Narramore, Ltd. (193,048).—Private Company. Registered October 12th. Capital £500 in 400 10 per cent. preference shares of £1 each and 2,000 ordinary shares of 1/- each. To acquire the business of a motor haulage and general transport contractor, carried on as P. Narramore. P. Narramore is the first director.

Rapid Transportation, Ltd. (193,053).—Private Company. Registered October 12th. Capital £1,500 in £1 shares. To carry on the business of receiving, forwarding, railway, shipping, passenger and general tourist agents, carriers, freight contractors, ship and loading brokers, haulage contractors, omnibus proprietors, lorry owners, etc. The first directors are: A. de Jong, W. T. E. Blunden, P. Adair. Registered office: 3 Cross Lane, Great Tower Street, E.C.3.

Central Garages (Newtown), Ltd. (193,036).—Private Company. Registered October 12th. Capital £2,000 in £1 shares. To adopt an agreement with Baines and Co., and to carry on the business of motor garage proprietors, motor hirers, haulage contractors and carriers, manufacturers of, agents for and dealers in internal combustion, steam and electrically-driven engines, electric motors and generators, including agricultural plant and machinery, etc. The first directors are: A. Leach, W. H. Hollinshead, C. Baines, J. H. B. Rees, A. S. Benbow, W. Procter, W. H. Barratt, F. T. Barratt. Secretary: W. Procter. Registered office: Central Garage, High Street, Newtown, N. Wales.

Premier Omnibus Co.—The Premier Omnibus Co., Ltd., was registered as a private company, with a nominal capital of £10,000 in £1 shares, on October 12th. The objects are: To carry on the business of omnibus proprietors as formerly carried on by W. Allen, A. J. Schiffer and F. C. Schiffer, as "The Premier Omnibus Co." The first directors are: Capt. P. Musker (chairman), Capt. Sir Christopher B. W. Magnay, Bt., Sir Geo. H. U. Lacon, Bt., W. Allen, A. J. Schiffer, F. C. Schiffer (all permanent, subject to holding 400 ordinary shares each). The registered office is at 12 Grosvenor Gardens, S.W. The file number is 193,052.

Woodstock and Lait, Ltd. (193,119).—Private Company. Registered October 16th. Capital £100 in £1 shares. To acquire the business of transport contractors and engineers, now carried on by D. P. Woodstock and F. W. Lait, at 28a Ruvigny Gardens, S.W.15, and to carry on the business of cartage contractors and agents, motor and steam traction owners, hauliers, van owners and general carriers, etc. The first directors are: F. W. Lait, and D. P. Woodstock. Registered office: 28a Ruvigny Gardens, Putney, S.W.

Egyptian Produce and Industries, Ltd, (193,127).—Private Company. Registered October 17th. Capital £2,000 in £1 shares. To adopt an agreement with H. S. King, and to carry on in the United Kingdom, its Colonies, Dominions and Dependencies, Egypt, Palestine, and elsewhere, the business of manufacturers, wholesale and retail traders, agents, carriers, railway, shipping and forwarding agents, warehousemen, bonded and common carmen, motor manufacturers, dealers in motors and motor carriers, etc. The first directors are: H. B. Greville, J. F. G. Hopkins, H. S. King. Registered office: Bath House, 57-60 Holborn Viaduct, E.C.

Hodgson Road Contractors.—Hodgson Road Contractors, Ltd., was registered as a Public Company on October 18th, with a nominal capital of £100,000 in 5/- shares. Objects:—To acquire and amalgamate the business carried on by E. S. Hodgson, Ltd., and the business of mechanical transport contractors, carried on by Messrs. Wort and Way, at Salisbury, Bristol, and elsewhere: and to adopt agreements (1) with H. S. Hodgson, Ltd., and (2) with G. C. Way, F. H. Wort, G. J. Wort and F. R. Way, trading as Wort and Way, and to carry on the business of quarry owners and masters, stone merchants, carvers, crushers and workers, road and pavement makers and repairers, manufacturers of and dealers in lime, cement, mortar, concrete and building materials of all kinds, builders, contractors, manufacturers of and dealers in motor wagons, cars, lorries, carts, aerial conveyances and vehicles, road transport and haulage contractors, etc. Solicitors: Ashurst Morris, Crisp & Co., 17 Throgmorton Avenue, E.C.

Bristol Transport Services, Ltd. (193,189).—Private Company. Registered October 19th. Capital £100 in £1 shares. To carry on the business of a road transport and motor haulage clearing house, etc. The permanent directors are: A. E. Withers, A. R. Withers, H. H. D. Hemmel. Secretary: A. E. Withers. Registered office: 37 High Street, Bristol.

Ubique Omnibus Co., Ltd. (193,259).—Private Company. Registered October 22nd. Capital £2,000 in £1 shares. To take over the business of S. G. Miller, as a motor bus proprietor and dealer in motor cars and all goods used in connection with a motor business carried on by him at 10 Little Ilford Lane, Manor Park, E.12. The permanent directors are: W. F. Miller, S. G. Miller, E. G. Francis, E. A. Miller, A. E. J. Miller. Registered office: 10 Little Ilford Lane, Manor Park, E.12.

Arthur T. Booth (Manchester), Ltd. (193,233).—Private Company. Registered October 22nd. Capital £1,000 in £1 shares. To carry on the business of motor engineers, manufacturers of and dealers in motor cars, omnibuses and other vehicles, haulage contractors, wagon and van owners, carriers, etc. The first directors are: A. T. Booth, Mrs. E. Booth. Solicitor: E. C. Marland, 7 Queen Street, Oldham.

North Cornwall Transport Co., Ltd. (193,282).—Private Company. Registered October 23rd. Capital £1,250 in £1 shares. To acquire the business of a motor engineer and garage proprietor, now carried on by W. M. Allardice, at Port Isaac, Cornwall, as the "North Cornwall Transport Co." The permanent directors are: Capt. W. M. Allardice, O.B.E. (chairman and managing director), Constance E. P. Gabriel. Secretary: Constance E. P. Gabriel. Registered office: The Garage, Port Isaac, Cornwall.

Vulcan International Transport Co., Ltd. (193,311).—Private Company. Registered October 24th. Capital £5,000 in £1 shares. To carry on the business of general steamship, forwarding and insurance agents, brokers, exporters, importers, carriers of shipping property, proprietors of docks, ship and barge owners, freight and road transport contractors, etc. The first directors are: G. A. Morris, R. Smith, S. A. Hake. Secretary: G. A. Morris. Registered office: 56 Cannon Street, E.C.4.

City & Continental Wharves and Transport, Ltd. (193,319).—Private Company. Registered October 26th. Capital £10,000 in £1 shares. To carry on the business of warehousemen, wharfingers, refrigerating storekeepers, bonded warehousemen, ice merchants, lightermen, forwarding agents, ship, barge owners, managers of shipping property, carriers, etc. The first directors are: Lt. Col. G. K. Murray Mason, D.S.O., M.P. (chairman), and E. F. Sommer (managing director). Qualification 1 share. Remuneration as fixed by the company. Solicitors: Western and Sons, 35 Essex Street, Strand, W.C.2.

H*

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Mortgages, Charges and Satisfactions.

George Bury (Sheffield), Ltd.—Mortgage debenture dated September 26th, 1923, to secure £4,845 charged on 45 and 46 Guernsey Road, Sheffield, comprised in an agreement dated October 2nd, 1922, with option to purchase referred to therein, five motor lorries and the company's undertaking and other assets, including uncalled capital. Holder: G. B. Anderton, 414 Briercliffe Edge Road, Sheffield.

Traffic, Ltd.—Issue on September 17th, 1923, of £100 debentures, part of a series already registered.

South Midland Touring and Transport Co., Ltd.—Debenture dated September 29th, 1923, to secure £700, charged on the company's property, present and future, including uncalled capital. Holder: Mrs. C. E. E. McCubbin, 39 Lancaster Gate, W.

Curtiss & Sons, Ltd.—Mortgage on Cobden Bridge, Brewery, Bitterne Park, Southampton, with plant, etc., dated October 8th, 1923, to secure all moneys due or to become due from company to the N. P. and Union Bank of England.

Pickfords, Ltd.—Conveyance dated September 27th, 1923 (supplemental to trust deed dated May 7th, 1912, securing £260,000 debenture stock), charged on 1 and 2 Aberdeen Road, and 61 and 63 Cotham Road, and 33 West Park, Bristol. Trustees:—Legal and General Assurance Society, Ltd., 10 Fleet St., E.C. Also mortgage of even date (supplemental to indentures dated May 5th, 1912, and April 8th, 1918, securing £146,500) charged on the above mentioned property. Holders: Legal and General Assurance Society, Ltd., 10 Fleet Street, E.C.

Also conveyance of even date (supplemental to mortgage dated May 16th, 1912, securing £13,444) charged on the above mentioned property. Trustees: L. H. Baxendale, Greenham Lodge, Newbury, Berks.

Passenger Transport, Ltd.—Issue on October 2nd, 1923, of £2,900 debentures, part of a series already registered.

James Riley & Co., Ltd.—Debenture dated September 29th, 1923, to secure £250, charged on the company's undertaking and property, present and future, including unpaid capital. Holder: P. T. Traynor, 109 Seabank Road, Wallasey, Ches.

Lewis Morgan & Co., Ltd.—Particulars filed of £1,000 debentures authorised August 31st, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £200.

Middlesbrough Transport and Engineering Co., Ltd.—Particulars filed of £1,600 debentures authorised September 20th, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Phillips, Mills & Co., Ltd.—Mortgage and Land Registry Charge on the "Bridge," "Granary," and "Bridge House," wharves in Wellington Road and Battersea Bridge Road, S.W., both dated September 25th, 1923, to secure £10,500. Holders: W. Kelley and E. S. Phillips, Bridge Wharf, 16 Wellington Road, Battersea, S.W.

Samuelson Transport Co., Ltd. (In liquidation).—Satisfaction in full on August 28th, 1923, of charge created by the Company and the Receiver for the debenture holders dated September 15th, 1922, securing £1,700.

Harry Proctor, Ltd.—Deposit on August 17th, 1923, of deeds of 5 Blandford Street, and 16 Waterloo Place, Sunderland, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Davey & Sons, Ltd.—First mortgage debenture dated August 21st, 1923, to secure £70, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: J. Barnard, 230 High Road Kilburn.

Litchfield & Soundy, Ltd.—Satisfaction in full on August 12th, 1920, of charge dated November 15th, 1918, securing £3,000. (Notice filed September 28th, 1923).

Receiverships (Appointment or Release).

Central Road Transport, Ltd.—A. S. Todd, of 5 Granby St., Leicester, was appointed Receiver and Manager on October 25th, under powers contained in debenture dated September 7th, 1923.

Welwyn Automobile Service Co., Ltd.—E. H. Hawkins, of 4 Charterhouse Square, E.C., was appointed Receiver on September 20th, 1923, under powers contained in debenture dated December 30th, 1922.

Road Transit Co. (Wolverhampton), Ltd.—D. E. Campbell, of 79 Lichfield Street, Wolverhampton., was appointed Receiver and Manager on October 2nd, under powers contained in mortgage dated March 20th, 1923.

Jackson Motor and Transport Co., Ltd.—E. R. Harrison, of 54 Bank Street, Sheffield, ceased to act as Receiver or Manager on February 5th, 1923. (Notice filed October 5th).

County Carriers, Ltd.—W. Welch, of 7 Sweeting Street, Liverpool, ceased to act as Receiver or Manager on September 21st, 1923.

Egyptian Motor Services, Ltd.—A. T. Chanehalls, of 115 Chancery Lane, W.C.2, ceased to act as Receiver and Manager on September 5th, 1923.

T. and E. Lofthouse, Ltd.—P. Parker, of 18 Winckley Street Preston, was appointed Receiver and Manager by Order of Court dated September 4th, 1923.

Barnsley Motor Co., Ltd.—A. F. Girling, of Eldon Buildings Eldon Street, Barnsley, ceased to act as Receiver or Manager on September 12th 1923.

Shadwell Motor Transport Co., Ltd.—W. H. Cork, of 19 Eastcheap, E.C.3, ceased to act as Receiver or Manager on August 22nd 1923.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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NOVEMBER, 1923.

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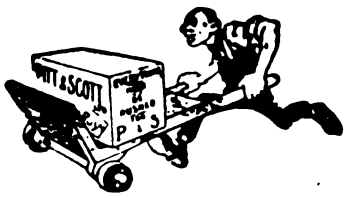

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SPECIAL TERMS TO THE TRADE.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 231. DECEMBER 15, 1923. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

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Editorial Notes.

The Commercial Motor Show.

The recent Commercial Motor Show at Olympia was of far greater interest to commercial vehicle users than any of its predecessors. This is saying a very great deal, but what we mean is that whilst previous shows have each year shown some little advance in the matter of vehicle design, there has never been one where advance has been so pronounced as compared to its predecessor, as this one compared with the exhibition of 1921. The lapse of two years, of course, accounts for some of the difference, but nevertheless, the 1921 show was a lethargic affair as compared to this. Adversity appears to have stirred up the British manufacturer to make his greatest effort with the result that he has largely ousted the cheap foreign chassis from the British market. The foreign chassis shown were such that the British manufacturer could, at least, take no exception to them as not being worthy competitors. The useful load capacity range has been greatly extended. On the one hand there are useful light vans, built specially for commercial work, for loads of from 5 to 7 cwts., whilst, on the other hand, there are vehicles of the six-wheel variety which can carry, without infringing the law, loads of up to 15 tons. Previous to the war, and even during the year succeeding, a combined lorry and trailer load of 10 tons was not considered a practical proposition, irrespective of the law, except where conditions were particularly favourable. But now 10 to 12-ton loads are usual and moreover they can be moved at almost double the speed and with little more fuel consumption than 5 to 6 tons could be moved five years ago. When inspecting new models at a show it is well to know of what they are capable on the road, and in this respect we happen to have had first hand experience of many of the vehicles exhibited. It would scarcely be fair, however, to give manufacturers all the credit; improvement of roads and streets in and about our large cities, has helped to improve the performance of vehicles, to increase the life of tyres and to reduce the repair bills. A very welcome development is that of the 20/25-cwt. British chassis, the catering for which market has hitherto been left very much in the hands of importers of foreign vehicles. It is now possible to purchase a chassis of this description built by one of the very best British firms, for under £300. If this price is not quite so low as that of some imported chassis, we are quite sure the user will find the British article by far the cheaper in the long run. It remains to be seen whether the very moderate prices for British-made chassis can be maintained. This will depend entirely upon the demand; if the demand is maintained both in home and overseas markets, then it is not likely that manufacturers will find it necessary to increase their prices. The development of the use of the trailer has been the cause of bringing some interesting models on to the market. An entirely new type being the Eagle two-wheel trailer intended for use in combination with horse and motor tractor haulage. The idea is to use several trailers with one tractor, a horse hauling each trailer whilst the collections are being made, leaving it to the tractor to make the long run to the destination. This is a very suitable system for house refuse collection, coal and stone haulage, and for many other purposes. The Pagefield system is a similar method but in this case the trailer is lifted by mechanical power on to the motor vehicle. Unfortunately we have not sufficient space to deal with the tyre and accessory exhibits, but undoubtedly these sections were as interesting as others. Electric lighting sets for commercial vehicles were a feature, and we notice that several steam wagons were thus equipped. C.A.V. lighting sets were adopted in the cases we noticed. Lubrication systems for the chassis have also been introduced which largely eliminate the grease cup—a continual source of expense for renewals in the old days as well as being an unsatisfactory system with careless drivers. The high pressure grease gun is undoubtedly a very marked advance. We have described on another page a sectional radiator, which we think should receive sympathetic consideration both by motor manufacturers and users. In

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conclusion we congratulate all exhibitors on the quality and utility of their products.

Municipal Competition with Haulage Contractors.

In our last issue we entered a protest against the recommendation of the Works Committee of the Walthamstow Urban District Council that they should undertake outside carting work. We pointed out the unfair competition which would result from this proposal and stated emphatically our opinion that if the Council could not find work for its vehicles it should revert to the former practice of letting the carting work out by contract to those who were legitimately engaged in the industry. We have since received from the Secretary of the London Cartage & Haulage Contractors' Association copies of correspondence which has taken place between himself and the Engineer of the Chiswick Urban District Council, and these we have decided to publish as the matter is of such importance to all those who are engaged in road transport for their livelihood. We cannot emphasise too strongly the need for joint action in protesting against this development, and we are glad to know that the London Cartage & Haulage Contractors' Association is taking further action in the matter.

Dazzling Head Lights.

In spite of anti-dazzle lenses dimming switches and so on, we get no nearer to a solution of the difficult problem and the more motor cars that come upon the roads the greater nuisance does the dazzle light become. It would appear that the time has now arrived for the responsibility of lighting our main trunk roads at least, to pass from the road user to the public authority, the expense to be borne by the Road Fund of the Ministry of Transport. It sounds like a big proposition, but probably when a thorough enquiry had been made it would not be such a burden upon the motoring community as would at first appear. It is by no means pleasant to drive a motor car at night when the roads are more or less thronged with such vehicles, all using powerful head lamps. At one time, when it was the exception, rather than the rule, to meet a car coming in the opposite direction, powerful lamps were indeed a great assistance to night driving as they still are on lonely roads and by-lanes. Now, however, on many of our main roads leading from London to popular sea-side resorts, it would probably be far cheaper for the motorist and much better and safer for the public if the lighting were transferred from the vehicles to roadside lamps placed at sufficiently frequent intervals so as to make it unnecessary for the vehicles to carry anything but the usual side lamps as used in city streets. We recognise that it would not be an easy matter to put the suggestion into practice, because whilst it might meet with the approval of motorists frequently using some particular road it would not meet with the approval of those who seldom drive upon it, whereas the expense would have to be borne by the motoring community as a whole; it is certain, however, that the matter will have to be considered in the near future.

London Traffic Control.

We congratulate Superintendent Arthur Bassom of the Public Carriage Department, New Scotland Yard, on his appointment as Director of Traffic Services for London, which carries with it the rank of Chief Constable. We have no doubt that Mr. Bassom will be able to effect many improvements in traffic conditions, having regard to his long experience; but he has an arduous task in front of him; the streets will not become wider by a wave of his magic wand—it will be some generations before such a dream can be realised. Mr. Bassom's problem is somewhat analogous to that of the water works engineer requiring to obtain a greater out-flow of water from a pipe of a given diameter: he has only one solution, that is to increase the pressure; but if the pipe is old and corroded he may clean the pipe internally and so reduce friction. Both remedies are available for Mr Bassom, provided he can put them into effect. To increase the head or pressure so as to increase the speed or flow of the water is identical in result to increasing the speed of traffic, whilst street corrosion is represented by stationary vehicles and other obstructions at the kerbsides and also by the pedestrians who cross the streets. It may be that improvements can be made by prohibiting certain vehicles during certain hours of the day. Matters have not been improved by shortening the working hours of the day whereby warehouses and other stores of various character are closed at 5 o'clock or earlier in the evenings and kept closed until late the next morning. We can see that Mr. Bassom's job is going to be fraught with great difficulties as all his new proposals will be the subject of public criticism, and the public is always jealous of what it considers its rights. Nevertheless, the time has arrived when some drastic changes must be made, and we hope that Mr. Bassom will receive all the sympathy and backing both the authorities and the press can give him.

The Legal Status of the Six-wheeler.

The Finance Act 1923, Section 10, states with regard to six-wheeled vehicles:—" (1) Where a vehicle is used in combination with a trailer which has not more than two wheels in contact with the ground, and is so constructed and by partial superimposition so attached to the vehicle that at all time the weight on the rear axle of the vehicle exceeds the weight of the axle of the trailer, the vehicle and trailer shall, for the purpose of determining the rate of duty chargeable under the Second Schedule to the Finance Act, 1920, but not for any other purpose, be treated as if it were a single vehicle used for drawing a trailer; (2) This section shall come into operation on the first day of January, nineteen hundred and twenty-four."

Our readers may remember that when it was announced the six-wheeler was to be taxed on horse power instead of as an ordinary heavy motor car with trailer, we pointed out in our February number this year, p. 168, that the decision was contradictory to the Ministry of Transport's own definition of the vehicle. We doubted as to the legality of the Ministry of Transport's advice to licensing authorities to tax the six-wheeler on horse power, we suggested that it might be advantageous for the C.M.U.A. to test the point by taking a case to Court. We are not aware that they did this but at the same time we are very pleased to know that after the first of January the six-wheeler is to be taxed as we suggested it should be, that is, according to weight, plus an extra £2 per annum for trailer.

THE WORLD'S CARRIERS and CARTING TRADES' REVIEW

WILL OUR READERS AND ADVERTISERS KINDLY NOTE
WE HAVE FOUND IT NECESSARY TO HAVE A SECOND TELEPHONE LINE AND THAT OUR NUMBERS ARE NOW
CENTRAL 6068, 6069.

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Municipal Competition with Haulage Contractors.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—I am enclosing herewith copy of a circular letter issued by the Chiswick Urban District Council, together with copies of correspondence I have had with them with regard to competition with haulage contractors.

The Secretary,
London Cartage and Haulage
Contractors' Association.

Yours faithfully,
R. P. BAILEY,
Secretary.

17 Water Lane, Gt. Tower Street, London, E.C.3.
28th November, 1923.

Copy.

Engineer & Surveyor's Department,
Town Hall,
Chiswick, W.4.
17th September, 1923.

DEAR SIR,—My council are desirous of utilising their excellent wharfage facilities to the utmost, and they have accordingly recently erected a new wharf wall upwards of 300 feet in length with a 7-ton crane and a 2½-ton travelling crane of different gauges, thus enabling from six to eight barges to be berthed and two or three to be unloading at one time.

The mooring facilities are also good and at a small extra charge the use of a 15-ton weighbridge can be included, the present rate for use of berths, crane and crane driver in unloading from contractors barges are as follows:—

	7-ton crane. £ s. d.	2½-ton crane. £ s. d.
Per day of 8 hours, or more than half a day	3 3 0	2 10 0
Per half day, i.e., more than a quarter of a day and not exceeding half a day	2 0 0	1 15 0
Per quarter of a day or less	1 0 0	17 0
Per hour or part of an hour for the continuous use after the ordinary hour	10 0	7 6
Saturday mornings, up to 12 o'clock, two-thirds of a day		

At other times a special charge by arrangement.

Whilst the 7-ton crane is in nearly regular daily use, facilities can nearly always be given for extra work, and I am instructed by the Council to invite you to take every advantage of such wharf for unloading materials which may be required in the West of London, as probably by such means economy may be effected to yourselves with benefit to this district.

If of any additional advantage the Council are usually willing to assist contractors by the temporary hire of one or two large petrol or steam motor lorries, at reasonable rates.

Trusting you will bear this in mind and assuring you of every assistance which will be given on application by letter to this office.

I am, Dear Sir,
Yours faithfully,
(Signed) E. WILLIS,
Engineer.

Copy.

LONDON CARTAGE & HAULAGE CONTRACTORS' ASSOCIATION.
17 Water Lane,
Great Tower Street,
London, E.C.3.
1st October, 1923.

DEAR SIR,—It has been brought to my notice that your Council, in a circular letter dated the 17th September, 1923 (ref. EW/IY) is offering to private contractors, wharfage facilities together with the use of a crane and weighbridge. Further that you are offering for hire petrol and steam lorries "at reasonable rates."

Will you kindly inform me under what authority you are permitted to do this as we regard it as outside your powers and as being in competition with the private contractor.

Yours faithfully,
(Signed) R. P. BAILEY,
Secretary.

Copy.

URBAN DISTRICT COUNCIL OF CHISWICK.
Town Hall,
Chiswick, W.4.
2nd October, 1923.

DEAR SIR,—In reply to your communication of the 1st inst., the Council have assisted their contractors or clients when they have needed temporary assistance with regard to the use of their vehicles, which might be the means of bringing in custom to their wharf, crane and weighbridge.

The reasonable rates you refer to, are agreed at the time.

The Council do not, however, make a practice of acting as "Haulage Contractors" in the ordinary accepted sense of the term, since they are nearly always hiring themselves for extra works, and only retain sufficient appliances for their regular user.

I am, Dear Sir,
Yours faithfully,
(Signed) E. WILLIS,
Engineer.

The Secretary,
London Cartage &
Haulage Contractors Association.
17 Water Lane,
Gt. Tower Street, E.C.3.

Copy.

LONDON CARTAGE & HAULAGE CONTRACTORS' ASSOCIATION.
17 Water Lane,
Great Tower Street,
London, E.C.3.
3rd October, 1923.

DEAR SIR,—I thank you for yours of the 2nd inst., but in view of the present state of trade I do not think it is fair, in the interests of the haulage contractors, that any local authority should, even in a small way, offer to do work which contractors are competent to perform.

You do not answer my question as to whether you, as a municipal body, have any authority to do this kind of work, and I shall be glad if you will favour me with a reply on this point.

Yours faithfully,
(Signed) R. P. BAILEY,
Secretary.

Copy.

URBAN DISTRICT COUNCIL OF CHISWICK.
Town Hall,
Chiswick, W.4.
4th October, 1923.

DEAR SIR,—I have to acknowledge your communication of the 3rd inst., and note your observations.

I shall be pleased to place the correspondence before the appropriate Committee of the Council, and will write you again later.

The Secretary,
London Cartage &
Haulage Contractors Association.
17 Water Lane,
Gt. Tower Street, E.C.3.

Yours faithfully,
(Signed) E. WILLIS,
Engineer.

Copy.

LONDON CARTAGE & HAULAGE CONTRACTORS' ASSOCIATION.
17 Water Lane,
Great Tower Street,
London, E.C.3.
13th November, 1923.

DEAR SIR,—Referring to my letters of the 1st and 3rd October, and to yours of the 4th idem, in which you state that the correspondence should be placed before the appropriate Committee, I shall be glad to hear whether you are now in a position to give me the information for which I asked.

Yours faithfully,
(Signed) R. P. BAILEY,
Secretary.

Copy.

URBAN DISTRICT COUNCIL OF CHISWICK.
Town Hall,
Chiswick, W.4.
19th November, 1923.

DEAR SIR,—I duly submitted your correspondence to a Committee of the whole Council, and they desire me to point out that they in no way wish to act either in opposition to your Association or as competitors with your members. At the same time it must be clearly understood that they have certain motor vehicles which, at times may be laid up for want of suitable work, and having permanent men in their employ, it would not be desirable to discharge them on each occasion.

It is, therefore, in the interests of the ratepayers that they have suggested, where a vehicle is not actually required at any time for the Council's purposes, I should not hesitate to loan them to any ratepayers who might desire to hire same temporarily for some special purpose, and as far as I can recollect we have never let the vehicles to persons other than ratepayers and primarily for their convenience.

I trust this will make it quite clear that the Council are not starting as cartage or haulage contractors in opposition to the members of your Association.

I am, Dear Sir,
Yours faithfully,
(Signed) E. WILLIS,
Engineer.

The Secretary,
London Cartage &
Haulage Contractors Association.
17 Water Lane,
Gt. Tower Street, E.C.3.

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Copy.

LONDON CARTAGE & HAULAGE CONTRACTORS' ASSOCIATION.

17 Water Lane,
Great Tower Street,
London, E.C.3.
23rd November, 1923.

DEAR SIR,—I have to acknowledge yours of the 19th inst., and your defence of the position which your Council has adopted in placing vehicles out to hire is a clear indication that in so doing you are performing work which could otherwise be undertaken by cartage contractors. If your vehicles cannot be profitably employed upon the Council's own work then there is the alternative method open to you of placing the work out to contract.

You claim, as justification of your action, that it enables you to give employment to men who might otherwise be unemployed, but you do not appreciate the fact that the employment of these vehicles on private work is a great injustice to the legitimate cartage contractor who has to compete with a rate-aided body, and places his men, who could be engaged on the work which you are performing, on the unemployed list.

I must emphatically protest, on behalf of my members, against the action of your Council, and repeat my question, which you have not yet answered, as to whether you as a municipal body have any authority to do this kind of work and, failing such authority, to request that you immediately cease performing any private work upon which you may be engaged.

Yours faithfully,
(Signed) R. P. BAILEY,
Secretary.

Copy.

URBAN DISTRICT COUNCIL OF CHISWICK.

Town Hall,
Chiswick, W.4.
23rd November, 1923.

re Council's Vehicles.

DEAR SIR,—In reply to the latter part of your communication of the 23rd inst., I have not the slightest doubt that the Council are justified in using their vehicles as far as possible in the interests of the ratepayers at all times by loaning or hiring same, should they not have sufficient remunerative work to keep them fully occupied. As already explained, my Council have no desire to start as haulage contractors and to practice in the accepted sense of the term.

I am, Dear Sir,
Yours faithfully,
(Signed) E. WILLIS,
Engineer.

The Secretary,
London Cartage &
Haulage Contractors Association,
17 Water Lane,
Gt. Tower Street, E.C.3.

Copy.

LONDON CARTAGE & HAULAGE CONTRACTORS' ASSOCIATION.

17 Water Lane,
Great Tower Street,
London, E.C.3.
26th November, 1923.

DEAR SIR,—I thank you, for your letter of the 23rd inst., but I am at a loss to understand why you evade my question as to whether you have any authority as a municipal body to do the kind of work referred to, and I shall be glad of a reply to this specific point.

You state that your Council have no desire to start as haulage contractors, but how can such a statement be consistent with fact when you are actually letting these vehicles out to hire and depriving cartage contractors of their legitimate business.

Yours faithfully,
(Signed) R. P. BAILEY,
Secretary.

Copy.

URBAN DISTRICT COUNCIL OF CHISWICK.

Town Hall,
Chiswick, W.4.
27th November, 1923.

DEAR SIR,—I have to acknowledge your communication of the 26th inst., and note contents.

Yours faithfully,
(Signed) E. WILLIS,
Engineer.

The Secretary,
London Cartage &
Haulage Contractors Association.
17 Water Lane,
Gt. Tower Street, E.C.3.

The Ministry of Transport has sanctioned a loan by the Preston Corporation of £6,675, for the purchase of motor buses, the loan to be repaid within six years. The Ministry has also sanctioned a loan of £3,816 for a bus garage, this loan to be for a period of 30 years.

Notes and News.

F.W. & R.A. New Members. — The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association: Messrs. Arnold, Genders & Co., 30-32 Silver Street, King's Heath, Birmingham, Turnpenny Bros., Ltd., 2, 3, 4 and 5 London Road, Dover.

Freedom from Accidents Competition.—We have received from the London "Safety First" Council particulars of this annual competition for drivers for 1924. The competition is for the purpose of reducing the number of traffic accidents which occur in the Great London area, and the Council invites drivers of all classes of vehicles to enter the competition. Many prizes are awarded and badges of merit and diplomas, and full particulars are given on the poster which amongst other things states that 350 badges of merit are offered to drivers whose accident records in the opinion of the Council qualify them to receive such awards, and in addition prizes of 10/- each will be awarded to 100 of these successful competitors.

Director of Traffic Services.—Superintendent A. Bassom, of the Public Carriage Department, Scotland Yard, who is a familiar figure to all those users of vehicles in the Metropolitan Area, has been appointed to the new post of Director of Traffic Services with the temporary rank of Chief Constable. Superintendent Bassom has been connected with the Public Carriage Branch of Scotland Yard for 36 years and has been engaged in the licensing of the many thousands of vehicles which are on the London streets.

Modern Road Surfaces.—Danger to Horses and Cattle.—The Hunters' Improvement and National Light Horse Breeding Society has addressed a letter to the whole of the county and rural district councils in which it is stated that the roads of the country are dangerous to horses and cattle owing to the difficulty of providing a foothold on a road the surface of which must of necessity be waterproofed. The letter points out that better surfaces have resulted from the treatment applied to certain roads in Warwickshire through the use, after tar-spraying, of a larger size of grit spread in a thicker layer than is at present customary.

"This society ventures to hope," the letter continues, "that, as this question is of such importance, your council may see fit to authorise the surveyor to communicate with the Warwickshire surveyor so that a trial application may be given to the roads in your county."

Horse-Drawn Vehicles for Australia.—The Department of Overseas Trade have received an enquiry from Australia for heavy horse-drawn drays and lorries. The enquirer states that owing to the increase in demand for motor vans and lorries, local manufacturers are neglecting the requirements to a certain extent of persons using horse-drawn vehicles. The enquirer desires to obtain specifications of heavy horse-drawn drays and lorries with quotations for same with a view to purchasing say, two or three direct as an experiment. Payment for these would be made by sight draft or cash against documents. Should he readily dispose of these vehicles at satisfactory prices he intends to negotiate further with a view to importing on a commission basis. In quoting for the above vehicles prices for importation of parts, as well as for assembled vehicles, should be stated. The name of enquirer can be obtained by firms desirous of offering British made vehicles of the kind indicated on application to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1.

Lieut.-Col. J. Nall, M.P. — Congratulations to Lieut.-Col. J. Nall, of the well-known carrying firm of J. Nall & Co., Ltd., Manchester, who has been returned again for the Hulme Division of Manchester. He is to be doubly congratulated upon his re-election in view of the almost complete land-slide in the Manchester area.

Deputy General Manager, L. M. & S. Railway. — The Rt. Hon. H. G. Burgess has been appointed Deputy General Manager of the London, Midland & Scottish Railway Company, as from December 1st last. Mr. Burgess has had a very extensive railway career, twenty years of which have been spent in Ireland in the service of the London & North Western Railway and as Director of the Dublin & South Eastern Railway, of which Company he was Deputy Chairman for some considerable time. During the war he was appointed Director of Irish Transport under the Ministry of Transport, afterwards returning to the London & North Western Railway as principal Assistant to the General Manager, and on the formation of the London, Midland & Scottish Railway group filled the same important position which he had held previously. He was made a Member of the Irish Privy Council in 1922.

Watson Coach Work.—P. W. Watson & Sons, Ltd., Coach and Motor Specialists, St. Peters Street, Lowestoft, have sent us their new catalogue describing and illustrating motor coach bodies for passenger service vehicles. We understand that the firm of Watson was established in 1830, and has an excellent reputation for the beauty and stability of its coach work.

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The Commercial Motor Vehicle Exhibition.

SPACE does not permit of our reporting at length the luncheon given by the Society of Motor Manufacturers and Traders at the opening of the Commercial Vehicle Exhibition at Olympia, nor of the luncheon held on the opening day of the Road Traffic Conference, held during the Exhibition.

We can only find room for two of the speeches, one by Mr. Frank Churchill, chairman of the Commercial Vehicle Section of the S.M.M.T., and of the Exhibition Committee, replying to the toast of the Industry and the Exhibition proposed by Lord Weir, and the other, the speech by Mr. E. S. Shrapnell-Smith, responding to the toast of the Commercial Motor Users' Association and the London & Provincial Omnibus Owners' Association proposed by the chairman at the second luncheon.

Mr. Churchill said:—"The Society of Motor Manufacturers and Traders is an international society and it would therefore be improper for me to differentiate between British and other exhibits in this exhibition, but I think it is clear that in his toast Lord Weir had in mind the Commercial Vehicle Industry in Britain. Possibly many of the British manufacturers consider the foreign side of the industry quite healthy enough. This society has, however, never differentiated between its foreign and its British members. It has always welcomed fair and healthy competition. Many members, concessionaires for foreign manufacturers have, however, often given abundant evidence that they are Britishers first and foreign concessionaires afterwards, and I therefore ask the indulgence of our members having foreign interests, if some of my remarks apply specifically to British interests. There always seems to be a class of the public which delights in decrying the British manufacturer attributing his difficulties to inefficiency. If adversity in the form of depression and unfair competition makes for efficiency then I think it must be conceded that the heavy vehicle industry must by now be the most efficient in this country, for there is no trade which has suffered more unnecessarily or more unrighteously. One has only to look around in our streets to see the efficiency of this industry's products. They have effected such economies in transport that to-day it may be said, speaking broadly, that any man who is using horses for road transport is deliberately wasting money. I have slightly qualified this statement because unfortunately there are still some road and traffic conditions which almost preclude the use of motor vehicles. At a recent meeting of the Merchants and Shippers of the City of London, called to protest against the disgraceful conditions of the roads leading to the London Docks, the President of the London Chamber of Commerce stated that the congestion was such that traders could not avail themselves of the economy offered by motor transport, and that some firms were giving up the use of such vehicles and going back to horses because it is cheaper to waste time with horses than motor vehicles. This, gentlemen, I think you will agree, is a sad state of affairs for the chief port of the world, and one which calls for immediate rectification.

General View of Main Hall.

SUGGESTIONS FOR ROAD IMPROVEMENTS.

This brings me to a suggestion I wish to make to the Ministry of Transport. I may be wrong, but I understand that proposals for road improvements at present originate with the local authorities, who put forward to the Ministry of Transport schemes for approval. I suggest that the Ministry of Transport should set up some machinery whereby suggestions for road improvements may be received from commercial people who have to use the roads for trade purposes, for surely the highways of trade should have the first consideration and the traders who use them should be the best judges as to urgency. Since our last Commercial Vehicle Exhibition, the most striking development in this industry has, I think, been the advent of British built motor vans for loads up to 25 cwt. It is a difficult problem to build a really good vehicle of this size to be sold at the low price which so small a commercial vehicle must necessarily be sold, and it is gratifying to hear that the firms who have shown enterprise in this direction are already reaping some reward. I am sure the exhibitors who are showing such vehicles will not be annoyed with me if I ask those representatives of the press, who are with us to-day, to emphasize the fact that several such first-class British built vans are now available.

REPLACING VEHICLES.

A subject of vital importance to all owners of commercial motor vehicles is the exact time at which old vehicles should be replaced by new ones. It is obvious that there must be degrees of expense in fuel and maintenance costs beyond which it is uneconomical and therefore unwise to continue to run a motor vehicle. As in the case of other machinery it is not wise to consider this question only from the point of view of the original standard of efficiency of the particular machine, but rather from the point of view of what a new and improved vehicle can do. I am convinced that if this subject was investigated in this light by all owners of commercial motor vehicles, many hundreds of vehicles which are running to-day would be replaced by new ones as quickly as possible. It is, however, impossible to come to any proper decision on this subject unless detailed costs are kept for each individual vehicle. May I therefore again urge the importance of this system of cost keeping. It is a matter of some surprise that the railway companies, who at one time appeared to be about to do so much in road transport have done so little. I have been astonished at the differing attitude of various leading men in the railway world. While one says that motor vehicles *must* be used by the railway companies to protect themselves against the admitted successful competition of road transport, others in effect say that in many classes of traffic a railway company cannot compete with road transport for distances up to 40 or 50 miles, and ought not to try to do so, but to leave all such transport to road transport companies. With all respect to these latter gentlemen, I suggest that they do not even yet quite fully appreciate the possibilities of motor road transport. They may before long find that the 40 to 50 miles radius beyond which they believe themselves to be fairly safe from competition is, in point of fact, a 100 miles or more. I hope that the conference we are holding here on Wednesday next may afford useful discussion and enlightenment on such questions as this.

CONTROL OF LONDON TRAFFIC.

I believe Sir A. J. Baird and Lt.-Colonel Moore-Brabazon have for some time past been busy on a Bill for the control of London traffic, and I would like to suggest for their consideration, and that of Sir Henry Horwood, the improvement of police control of traffic. I understand that generally the police have instructions to hasten vehicles as far as possible. I think the majority will agree with me when I say that the invariable effect on the driver of the sight of a traffic control constable is that he slows down. It is not a matter of a bad conscience, and it applies equally whether the driver has been summoned or not. Motor drivers should, of course, regard the police as their friends, but somehow they do not. Possible history has something to do with this. The point is that the general effect of police control is to slow all traffic and I do not consider that it should. I suggest also that the traffic signals given by constables should be improved. It is often quite impossible to know what a constable is endeavouring to indicate. I am sure anyone who has driven in Manchester, for example, while he may have been amused, has often been also much more confused by the police gesticulations. As most of you are aware, there is a Public Works and Transport Conference being held this week in another place. Many of us feel that it ought to have been held here, because

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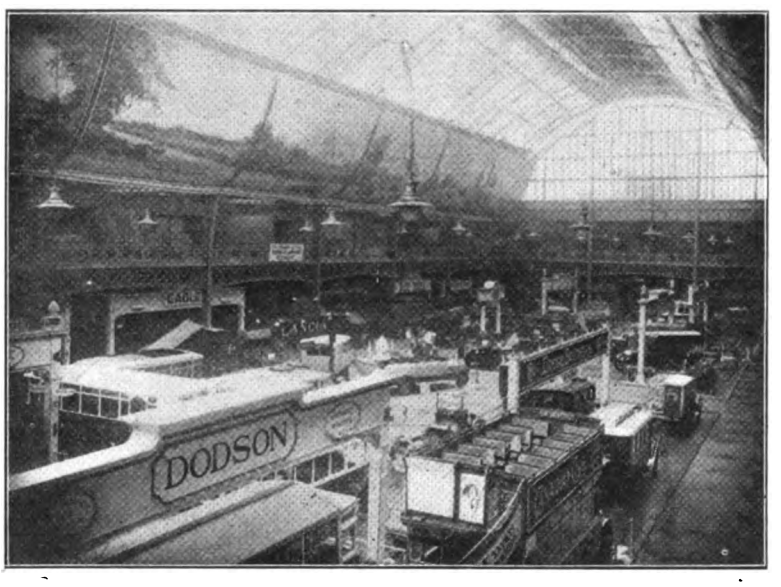
the problems of roads and road transport are indivisible. I believe that there has unfortunately been some little feeling of grievance on the part of those organising that conference, because this society could not see their way to allow their bond-signing members to show motor vehicles in connection with that conference. There was nothing unfriendly in this, the society was but pursuing its well-known policy and aim, *viz.*:—to have one exhibition only per year for each branch of the trade. If it were not for this policy you would not have the magnificent exhibition we have to-day. Exhibitions are very expensive, and the buyers of vehicles ultimately have to pay for them, therefore whatever may be the interests of individuals, it is in the interests of the vehicle buying public that there should be one exhibition only, and that that exhibition should be thoroughly representative. Our exhibition is thoroughly representative, and the best vehicles produced in every country, except late enemy countries, are staged in the adjoining hall. As roads and road transport are such an important factor in municipal affairs, it is sincerely hoped that means may be found in the future to hold one exhibition which will cover all roadmaking as well as road using interests. It appears to me that it should not be difficult for this society to come to an arrangement with the County Councils' Association to hold a Joint Exhibition controlled by a Joint Committee to discuss this matter, and this society would welcome a conference. There is much to be said in favour of this, especially now that we have the advantage of this largely extended building, which is capable of accommodating both interests, and with rooms adjoining suitable for conferences. May I say a few words on the subject of prices.

PRICES OF VEHICLES.

The subject of prices of vehicles is a matter not only of interest, but of importance to nearly all trades. Generally speaking, commercial vehicles prices over the last few years have been artificial. Not artificially inflated, but artificially and most painfully deflated. One needs only mention that during this period the trading accounts of commercial vehicle manufacturers have shown losses aggregating over three million pounds. It appears, therefore, inevitable, that prices must rise. On the average, present prices of heavy motor vehicles are only about 10 per cent. above pre-war prices. I know of no other high-class engineering product which can be bought to-day at an advance of only 10 per cent. over prices ruling in 1914. The only circumstances which can prevent a serious increase in prices is such an increase in demand as will justify manufacturers building in far larger quantities. I will not venture into the subject of Protective Tariffs, but I may mention that the import duty on private motor cars has resulted not in any increase of prices, but in all round reductions of price, because British manufacturers have felt sufficiently assured of the home market to produce on a far larger scale, and so, at lower prices, and this has resulted in the prices of imported cars also being reduced. The export trade in commercial vehicle has, ever since the war, been regrettably small. As is well known, British manufacturers during the war entirely lost their colonial markets but there is evidence that overseas commercial motor users having had experience of various makes, are beginning to turn in favour of British chassis. In this, as in so many other trades, a healthy home market is absolutely essential to a satisfactory export business, for it is only on a good home demand that successfully competitive overseas trade can be based. It is in the interests of the nation and particularly of home buyers that British manufacturers should be successful abroad, for the larger the output of chassis, the lower prices will be both at home and abroad."



General View of New Building.

ROAD TRAFFIC LUNCHEON.

Mr. E. S. Shrapnell-Smith, after referring to remarks made by the proposer of the toast, said:—

"Two, only, of the outstanding topical public questions of the day, which affect and are affected by motor road transport, can be mentioned in the time at my disposal. I refrain, not without difficulty, from referring to the pros and cons of reversion to a petrol tax.

The two topics are, employment and protection.

EMPLOYMENT.

It is, I think, fairly common knowledge that 25 million pounds, or more, derived from the direct taxation of motor owners, are in course of being applied, or shortly will be applied by the Government to carry into execution accelerated schemes of road re-construction and improvement (not excluding bridges) under the able direction of Sir Henry Maybury. These schemes will call for, in all, more than 100,000 extra workers for considerable periods. We are glad to bear our share, heavy though it is, of providing the money for such purposes during this acute phase of post-war national stress.

It is not so widely known that commercial motor road transport of goods and passengers already has a greater total number of workers engaged in it than any other one form of inland transportation in this country.

The total number of workers upon all railways in Great Britain, including all grades on both the goods and the passenger sides, and on the roads, was 683,000 at the end of March last. The corresponding total figure for commercial motor transport by road in Great Britain (all comparable grades, and on both the goods and the passenger sides) is 769,000.

There are, to-day, few villages or hamlets in which at least one commercial motor is not owned; the great majority of villages and hamlets are also linked with one another and with neighbouring market towns and boroughs by small or large fleets. All these road vehicles wait upon and serve the local and rural communities literally and physically at their very doors and gates, whereas the railways do not penetrate, or even have stations reasonably near to, one-fiftieth of the dotted villages and hamlets, without taking into account the individual farmhouses, cottages and bungalows which lie between them. In making that statement of fact, I am in no wise desirous to attack or disparage any one of the four groups of railways; the undertakings of the four great and prosperous railway amalgamations are, without doubt, essential to the life and well-being of the nation. Commercial motors, both for goods and passengers, are now recognised to be equally essential. There is clearly more than enough scope for both railways and road motors to render utility services to the community. This exhibition furnishes current and irrefutable proof of the almost innumerable uses to which these modern road carriers can be and are put.

At the present juncture of events when so many willing men and youths remain to be absorbed into useful occupation, the more quickly the Government, by the agency of the Roads Department of the Ministry of Transport, acting with and through the country's local authorities, is able to carry to completion its far-reaching programmes, the sooner will members of the Commercial Motor Users' Association and the London and Provincial Omnibus Owners' Association buy still more new British vehicles, open up still more new services, and take on still more new hands. Without progress in economical road construction and maintenance, there can only be retrogression. We have every ground for expecting rapid progress. Wasteful methods of road maintenance are being slowly but surely abandoned.

PROTECTION.

Turning to the vital subject of protection, I have been greatly struck by the recent marked interest of both Press and politicians in comparisons between home production and importation statistics for commercial vehicles. One finds that direct employment by British manufacturers of the commercial chassis fell in 1922 to one-fourth of what it was in 1920, but that contemporaneously the total imports of commercial vehicles, chassis and parts fell to one-fifth.

The unadjusted figures of total imports for the first ten months of this year are: private cars and chassis 21,013; commercial

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vehicles and chassis, 4,252. I do not attempt to give percentages for the incomplete year 1923, as there is inevitably a lag in the adjustments between the dutiable and the non-dutiable classes, due to transfers and refunds.

In all years, the proportion of the smaller and lighter chassis imported has been high.

The foregoing disclosed net variations are to my mind largely due to circumstances entirely independent of tariff or no tariff. The transport of agricultural produce, the transfer of raw materials and the movement of practically all commodities dwindled in Great Britain from July of 1920 until about October of 1922. British makers of commercial motors under these abnormal conditions, and despite Slough's outpourings, have done relatively well as compared with those handling imported types which are usually of low weight categories, and I shall conclude by trying to show the reason why.

During the War and subsequently, many members of the two associations, for which I speak, found themselves for obvious reasons, which need not be recapitulated, unable to obtain adequate delivery or choice of British-made commercial chassis. When the 33⅓ per cent. duty on motor imports was proposed, later when it was imposed, and again when it was confirmed, we successfully made representations to the Governments of the day and secured the exemption for the time being of commercial chassis, their spare parts and tyres. We reversed that policy last year, and expressed our preparedness to support the application of the duty to what is virtually our raw material. We are of the same opinion to-day, because, whilst we wish to aid more home employment, we feel that we can rely on securing reasonable competitive prices from the many good British sources of supply at home which are open to us. We believe that a larger volume of home demand will facilitate export sales.

Is it not obvious that responsible British buyers of commercial motors, in contradistinction to responsible British buyers of private cars, have acted upon their deep-rooted belief that the British commercial motor is the best? And has not their well-founded conviction in that sense been proved by the small imports to have triumphed over the low initial price lure of their duty-free competitors from either the United States or Europe?

It appears to me to be a foregone conclusion that the British commercial motor manufacturer who has survived the unprecedented trials of the past five years only on the outstanding merits of his product, and has done so without a protective duty to help him, can henceforward be assured of doing very much more business, if, as I believe will prove to the case, and as I personally intend to help shall be the case, he adds to his resources that 33⅓ per cent. protection hitherto not accorded either to him or his workpeople. He will certainly not find himself deprived as a result of that change, of any customers, old or new. The two associations will certainly continue actively to support all proposals of which the object and effect is to keep productive wages in the country, and to enable more British workmen to be employed on new work.

I now express confidence, hope and belief that our two associations will find a means of working in closer co-operation with your society in the future than has hitherto been found practicable."

Road Fund Report.

THE Ministry of Transport make the following announcement:—

The Report on the Administration of the Road Fund for the twelve months, 1st April, 1922, to 31st March, 1923, is now available and copies (price 2/6d.) may be obtained through any bookseller or directly from H.M. Stationery Office.

The total receipts of the Road Fund during the period under review amount to £12,802,754, of which about 11¾ millions came from the Motor Tax Account—an increase of about one million pounds on the corresponding figure for the previous year.

The estimated number of motor vehicles for which licences were taken out is 979,000, the corresponding figure for 1922 being 873,665.

The costs of collection and general administrative and miscellaneous expenses amount to about £400,000. This figure includes the total costs of collection of the licence duties by local authorities and also includes practically the whole cost of the Roads Department of the Ministry. The costs of collection have been reduced from 3 per cent. of the revenue collected in the preceding year to the remarkably low figure of 2·43 per cent.

During the year grants of over 14¼ million pounds (England and Wales £12.727,424, Scotland £1,548,753), were made from the Fund and the present commitments, so far as can be estimated, are over 16½ million pounds. These commitments exceed the balance in hand by over £800,000, but by arrangement with the Treasury, the future revenues of the Road Fund have been anticipated to enable commitments to be entered into in connection with works expressly expedited with a veiw to the relief of unemployment. During the past three winters assistance from the Road Fund in respect of these works amounting to over 14¼ million pounds has been offered towards schemes of which the total cost exceeds 26 million pounds. Of this latter figure nearly 4½ million pounds relate to work in the Metropolitan Area towards which over 3¼ million pounds has been indicated in grants. The figures quoted above relate to the Road Fund Unemployment Programmes for 1920-1923 and *do not* include the further assistance from the Fund for the year 1923-1924, which has recently been announced, towards schemes to the value of about £14,000,000.

An account, illustrated by diagrams, is given of some of the more important road schemes now under discussion. These include the Liverpool-Manchester Road, the Glasgow-Edinburgh Road, the Newcastle-on-Tyne-Tynemouth Road, the Birmingham-Wolverhampton Road and the Glamorgan-inter-valley Communication Road. In addition, considerable information is given regarding many other important works of road construction and improvement which have been put in hand during 1922-1923 both in London and in Scotland and the provinces.

Some of the most interesting information included in the Report is contained in the paragraphs (17-26) dealing with the Census of Traffic on Class I Roads in Great Britain (excluding London and certain County Boroughs) which was carried out during the month of August, 1922. Prior to this, no attempt had ever been made to obtain statistical information as to the nature, density and weight of traffic on the more important roads of the country as a whole. As illustrating facts which have been obtained, it may be mentioned that the census point with the highest daily average of traffic was one just west of Ilford Station on the London-Colchester Road where a total of 14,536 tons per day was recorded. The lowest record was at a point in Ross and Cromarty with but 14 tons per day. A remarkable comparison may be made between these figures and the following London figures taken from the records of the Police Authorities:—

Hyde Park Corner	115,090 tons per day.
Piccadilly Circus...	94,728 " " "
Mansion House	86,046 " " "

A separate Report in much greater detail will shortly be issued, but in the present Report many interesting facts are included.

Liverpool Short Cartowners' Association.

THE Liverpool Short Cartowners' Association held their monthly meeting on the 5th November, Mr. Prescot presiding. There were also present Mr. McKnight, Mr. Harding, Mr. Halliday, Mr. Jenson, Mr. Woods, Mr. H. Jones, Mr. G. Jones, Mr. Carruthers and Mr. L. F. Briggs.

Two new members were elected, Mr. Hatfield and Mr. W. Taylor, of 21 St. John's Road, Bootle.

The chairman reported upon a sub-committee meeting held specially to discuss the C.M.U.A. fusion scheme. After a discussion it was decided that the scheme in its present entirety could not be of any service to the Association, but that before making any final decision, the sub-committee decided that two of its members should attend the next conference to obtain further information.

It was decided that the chairman should interview the Liverpool Coal Merchants' Association with regard to the present junior load. The matter will be discussed at the next meeting.

Birkenhead Road Transport Association.

THE Executive Committee of the Birkenhead Road Transport Association held a meeting on October 19th at the office of the secretary, Mr. John Fletcher, at Hamilton Square, Birkenhead. Major Ormrod presided, and there were also present, Messrs. G. Lee, A. Smith, J. Martin and C. E. Price. Arising out of the minutes, Mr. Smith reported that a further meeting had been held at Liverpool to discuss the proposed scheme for the fusion of local transport associations. One of the points of difficulty was that of motor owners, whose general haulage business was ancilliary to their main undertakings.

The question of an alteration in cartage rates was raised, and after a discussion it was decided that nothing could be done.

The chairman reported that Mr. McGetrick had mentioned that it might be opportune for the Association to approach the fruit trade as to whether berths and facilities could be had in Birkenhead. After a discussion, it was decided to refer the matter to the Birkenhead Chamber of Commerce.

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The Relation of Motor Transport to Retail Distribution.

A CONVENTION organised by the Incorporated Association of Retail Distributors was held at Olympia, London, on November 26th, in conjunction with the Commercial Motor Transport and Roads Development Exhibition.

The Chairman of the Association, Mr. Percy A. Best (Messrs. Selfridge & Co., Ltd.) presided, and opened the proceedings with an expression of thanks to the Society of Motor Manufacturers and Traders for the opportunity of meeting as the guests of the Society.

Mr. A. E. Cowper (Messrs. Selfridge & Co., Ltd.) then addressed the meeting and reviewed the method of retail distribution twenty years before the present system of delivery was even contemplated, and he spoke of the great change produced by the appearance of the motor van.

Those of them who had to deal with the motor van for delivery work in the very early days, would remember the prejudice there was against them—justifiably, perhaps, for the first attempts at delivering by motor van were most disappointing. Untried machines, inexperienced drivers and mechanics, resulting in breakdowns through all sorts of causes. It brought complaints of late or non-delivery and general dissatisfaction. A big mistake was made in expecting too much from a motor delivery van. They were persuaded, he thought, to believe literally all that the inexperienced motor manufacturers told them of the capabilities of the motor. The manufacturer tried to justify the capital expense and did so by promising that the motor van would displace a certain number of horses. Experience quickly proved their error, for no matter how fast they travelled between deliveries, it was, of course, impossible to deliver quicker at the customer's house, and this was just where the mistake was made. Another great mistake at that time was in putting commercial bodies on old and used second-hand pleasure chassis. This was fatal—they were at that time much too flimsy and unreliable, and the vital parts difficult to get at, and the result was disappointment. But this experience led to the introduction by various makers of the so-called commercial chassis, but in trying to avoid the weaknesses of the first unsatisfactory chassis, the makers built very heavy, and what they described as foolproof types of chassis, much heavier than the work required, and they necessitated at that time the use of solid tyres. They were therefore clumsy, heavy and very noisy, and made it almost impossible to mount on them a smart and artistic van body. Everything was forfeited, even speed and appearance, to the extreme solidity—much greater than was necessary for the average requirements of a delivery van, and even to-day they saw many similar vans entirely unsuited and clumsy through the same cause. And yet, unfortunately, we seemed to be forced to depend upon America, France and Italy to supply us with the real medium but popular type of delivery chassis. It is a matter of very great regret that English makers have let this market escape them. They wanted a chassis, light in weight, with a proper wheelbase giving good length to allow of a useful and artistic body, to run on pneumatic tyres.

They were tired of being told that they must have unnecessary strength and weight for delivery, when they were requiring and procuring from abroad, lighter but reliable chassis. He estimated that the average load of any ordinary delivery van was from 10 cwts. to 20 cwts., and it seemed absurd to provide a whole year a suplus margin of capacity and weight for the Christmas Eve or Good Friday pressure.

The limit of mileage must be governed to some extent by the working hours of the men, which were now very properly limited to forty-eight per week. If the stores responded to the continuous appeals for extension of delivery beyond the present limits, they would soon find it impossible to effect direct from their headquarters a daily service, owing to the mileage and time occupied, but apart from this there was the question of expense. There must be a limit, for the cost of delivery of each parcel increased according to the increasing distance from the Store, and even on the present basis the percentage of cost of delivery to places, beyond, say, twenty miles, was at a rate in excess of what could be considered reasonable expense for delivery, and probably more than would be the cost if the same parcels were sent by other means.

It might have arisen in the minds of many present that there was a case for consideration of a co-operative service, but this was considered carefully during the War when transport was very difficult and very costly. In theory it seemed sound, but in practice not so easy, in fact, they might just as well employ the recognised carriers who had their branch organisations in all centres. It was the cost of time and money in the packing of foods—the inevitable delay in sending to depôts—the reloading, and then the "empties" question. But apart from all these points, the one very important question was the loss of individual contact with their customer—the loss of the important advertisement which was gained by their vans running in the districts.

There was another very important end of Retail Distribution in which the delivery motor was of immense value. He referred to the delivery of furniture, pianos, removals and the like. Formerly their range of delivery of these by horse vans, was limited to, at the most, say, twenty miles by road. Beyond this distance they either had to pack and send by rail, or use a lift van on the rail, engaging agents at destination to receive and deliver. But it was very different now, for it was not at all uncommon to load such things at the Store and send direct to their customer by road over one hundred miles away. The service to the Store and to the customer was enormously improved, and was due entirely to the use of the motor.

He had hoped to see the electric van much more in evidence for delivery in the area of, say, two to five miles range. It had many advantages, but the first cost was terrific, and the renewals were on the same scale. Evidently there was no mass production or perhaps no competition in the selling of electric car batteries, and, further, some of the power stations were neither generous nor encouraging in the matter of rates for current, even though the current required could be taken during the still hours of the night. If these vital drawbacks were remedied, he saw no reason why the electric van should not be more popular for local delivery work.

A CENTRAL COLLECTING DEPOT.

Mr. H. C. Day (Messrs. Harrods, Ltd.) then addressed the Conference and suggested a scheme for the formation of a Central Collecting Depôt for the purpose of dealing with distribution outside the economical distribution areas of Stores transport. He said that when one looked back at the chassis first put upon the road and compared it with the excellent examples of its kind now in common use one was bound to agree that the advance in utility and appearance had been very remarkable. It went without saying that the prime cost of the lorry, although important in itself, was not conclusive evidence of economy as that could only be obtained when taken in conjunction with the cost of running and upkeep; the price of spare parts and the fact as to whether they were easily obtainable or not.

His task was not at present to encourage them in the laying out of capital in the purchase of motor cars but to try and persuade them that they might perhaps have too many already. If he could influence them as retail distributors to adopt some such scheme as he had in mind, he was fairly confident that it would not have the effect of reducing the use of motors but would bring more efficiency and economy into the working of the deliveries amongst the retail houses.

He thought that if his idea was adopted and extended it would really mean that motor lorries would form a larger portion of the methods of delivery than obtained at present and that the improvement would be in a saving of railway freights, because with the combination of traders it would be profitable to push out many miles farther than was possible at the present time. Such deliveries were now out of the question from an economical standpoint unless some system of co-operation could be adopted to obviate the necessity of vans running half empty, or even less. There were also districts well within a payable mileage where, owing to the houses being sparsely distributed delivery by own vans of individual firms was impossible. It was now necessary for them to look very assiduously into the cost of transport. He was of opinion that there was a woeful waste of time, energy and money which by a little co-operation might be avoided.

He had worked out very roughly a scheme by which a separate and subsidiary company might be formed by the various distributing houses by which all deliveries for outlying districts could be sent through a central depôt in London and by this means reach the purchaser without any of the wastage, which to a certain extent existed to-day. He had been told that he had overlooked the human element "jealousy" and that he would never get the large houses to combine to do any such thing, but at the present time there seemed a tendency to work together for the common good. He was not advocating any alteration with regard to town deliveries, each store had its natural zone, nor did he propose to interfere with suburban deliveries—it was the outlying districts he had in mind, and he felt sure that the volume of trade that most assuredly lay beyond those limits could only be tapped by a combination such as he suggested. What was impossible of accomplishment individually lay in their lap if they could only agree to act in unison.

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Mr. James Paterson (Messrs. Carter, Paterson & Co., Ltd.) said that Mr. Day had pointed out that delivery areas had got beyond the capacity of the motor car. The solution which Mr. Day suggested was a central depôt in London from which vans would start for outlying districts, but even with a full load the vans would have to traverse some seven or eight miles of road before leaving the suburbs and beginning the part of the work which presented distribution difficulties to the shopkeepers. A solution would be to carry the goods by transfer vehicle to some point on the perimeter of the suburbs and distribute from there. He realised that would mean the adoption of some universal form of tray so that they would all go into the delivery vehicles. He realised also that it would mean one transhipment, but they would then get their delivery vehicles to start from the right point to perform their proper function. On the question of the electric vehicle, Mr. Paterson said he thought that at present there was a possibility of obtaining current at an economic price, but that was not the main thing. He thought that if the battery was regarded rather as a purchase in advance of a certain proportion of the fuel for the vehicle and if by co-operation a sufficient number of electric vehicles could be brought together at one time for charging, thus making it possible to get an economic figure, it would bring the electric vehicle into use much more than was the case at present.

The Conference then adjourned for luncheon as the guests of the Society of Motor Manufacturers and Traders. Mr. H. M. Hobson (President of the S.M.M. & T.) was in the chair.

MANUFACTURERS' DIFFICULTIES.

Mr. J. Maughfling (Messrs. John I. Thornycroft & Co., Ltd.) proposed the toast of "The Incorporated Association of Retail Distributors," and after referring to the enormous turnover represented by the association, said that what perhaps was more important to the manufacturers was the fact that members of their association used some 7,500 motor vehicles in connection with their transport. They could not have failed to notice references to the distressed state of the commercial vehicle industry. There was no doubt that the manufacturers had encountered very great difficulties during the last few years due (1) to competition from countries with depreciated currencies, and (2) that this country had been made, might he say, the dumping ground for war-worn vehicles. The surplus vehicle question, of course, was only a temporary one, and in the course of the next year or so the trade hoped that difficulty would be solved. Manufacturers had incurred large losses, those in the last year or two being sufficient to provide members of the association with their motor fleets free of charge.

On the reverse side of the picture, and if he spoke more as representing British trade he hoped they would pardon him, the English manufacturers had the plant, management, buildings, skilled workmen, and finally the pluck and willingness to produce something better than was produced in any other country. The handicaps of the last few years had been overwhelming, and without referring to political questions he thought that as a matter of common justice British manufacturers should be given the basis of fair competition. Yet in face of all difficulties he thought they would agree that the manufacturers had put up a wonderful show. Referring to the Town Planning and Roads Development section of the Exhibition, Mr. Maughfling said that the cost of road development and town planning fell partly upon the motor user and partly upon the ratepayer. Whilst, therefore, the vehicle manufacturers of this country bore a share of the expenses he did not think it was unreasonable to expect the foreign vehicle to bear a share in the same proportion. Motor transport widened enormously the scope of trade and he believed increased the turnover in proportion to the amount of capital invested.

Mr. Percy A. Best responded.

THE MISSING VEHICLE.

Sir Sydney M. Skinner, J.P. (Messrs. John Barker & Co., Ltd.) proposing "The Press," said that manufacturers had the opportunity of putting on the market a commercial delivery van which the distributors wanted and were all looking for, but they did not find it at the exhibition. They found magnificent vans. They had got the finest vehicle in the world, but it was over a certain size. They wanted a vehicle of a smaller size which would compete with the American car and, if he might say so, drive the American car out of the market. He was for a British car all the time. He had sufficient confidence in British brains and the British workmen to know that the very article they wanted could be produced. Many firms were represented in the room who would be prepared to place an order for 50 vehicles immediately provided the manufacturers could produce the type that was wanted. Distributors did not desire the American vehicle but the British. They wanted a vehicle that would last. They did not want to have to scrap it in twelve or fifteen months. They wanted a vehicle that was going to give them useful service for three or four years. One of the great difficulties a commercial firm had to contend with was the question of depreciation and he wanted the manufacturers to put their best brains into the problem and to produce the missing vehicle.

Sir William Berry replied.

Mr. Percy A. Best (Messrs. Selfridge & Co., Ltd.) proposed the toast of the Society of Motor Manufacturers and Traders. Sir Sydney Skinner had said that the Retail Distributors needed lighter motor vans which meant lighter chassis. He asked the manufacturers "why not make this lighter chassis that appears to be in general demand." One gentleman, who had taken part in the discussion that morning, spoke about a 27-cwt. chassis, and he (Mr. Best) was advised that that was unnecessarily heavy for the greater bulk of the work their motor vans were called upon to do. Sir Sydney Skinner had reminded the manufacturers of the number of orders waiting for them if they would only conform to the requirements of the retail distributing business. The fabulous turnover of the large stores, of which they had heard, and the capital involved was tremendous, and it meant that there was a large capital available for the maintenance and extension of transport services. It seemed to him, that the Retail Distributors should impress upon the manufacturers that they should very seriously consider the question of competing with the foreign motor manufacturer, who was turning out, apparently, a very suitable and lighter commercial chassis. The British manufacturers had the ability and machinery, and there were no finer engineers in the world. It seemed to him that it was necessary to see that the foreign manufacturer did not get his motors on to our roads, and if he was prevented from doing that then the greater bulk of profit would go to the British manufacturer and user of British products. The retail distributors wanted to buy the product of the British workshop and factory. They wanted to see English chassis upon British roads, but at present as wise business people they must of course buy the most suitable article to meet their requirements.

Mr. H. M. Hobson (President of the S.M.M. & T.) who responded, said they must bear in mind that he was president of an International Society and therefore he could not speak on one side more than on the other. Mr. Best had said that a certain type of vehicle was required and that the Secretary of the Incorporated Association of Retail Distributors would give the manufacturers the specification. If that specification was handed to the Association of British Manufacturers there was no question but that the particular vehicle required could be produced.

Amongst those present were:—Sir Charles Allom (Furnishers' Chamber of Trade), Messrs. A. Ashby (Messrs. Woollright & Co., Ltd.), C. Barker (Messrs. Wickhams (C. Barker), Ltd.), T. Barnett (Messrs. Jas. Shoolbred, Ltd.), and H. E. Beale (Messrs. Okey's (Beale & Sons), Ltd., Bournemouth), Sir William Berry ("Sunday Times"), Messrs. Percy A. Best (Messrs. Selfridge & Co., Ltd.), S. D. Bianco (President, London Cabinet & Upholstery Trades Federation), and Walter Birch (National Council of the Furnishing Trades), Sir Harry Brittain, M.P., Messrs. A. Warne Browne (National Council of the Furnishing Trades), R. G. Burbidge (Messrs. Harrods, Ltd.), and A. E Cave, J.P. (Society of Motor Manufacturers and Traders), Col. J. Sealy Clarke (Society of Motor Manufacturers and Traders), and Col. A. S. Cleaver (Messrs. Robinson & Cleaver, Ltd.), Messrs. Evan Cook (Furnishers' Chamber of Trade), G. H. Cooper (National Federation of the Furnishing Trades), A. E. Cowper (Messrs. Selfridge & Co., Ltd.), E. W. Curtis, Junr. (General Vehicle Co., Ltd.), Society of Motor Manufacturers and Traders), E. Cutts (Messrs. Harvey Nichols, Ltd.), H. C. Day (Messrs. Harrods, Ltd. (Traffic Superintendent)), R. A. Driscoll (Messrs. Kennards, Ltd.), W. J. Eley (Messrs. Pyne Bros.), M. A. Fluder (Furnishers' Chamber of Trade), Eric M. Gamage (Messrs. A. W. Gamage, Ltd.), E. Goode (Messrs. Thos. Goode & Co., Ltd.), and G. L. Handley (Messrs. Handleys, Ltd., Southsea), Col. George Harding, D.S.O. (Messrs. Maconochie Bros.), Messrs. W. H. Healey (National Federation of the Furnishing Trades), F. L. Halford (Messrs. The Shell Mex), Allan Hepworth (Messrs. Harrods, Ltd.), George Hoare (Waterloo Iron Works) (Society of Motor Manufacturers and Traders), W. J. Hopton (Messrs. H. Holdron, Ltd.), P. Howling (National Chamber of Trade), Horace Imber (Associated Newspapers, Ltd.), T. Ernest Jackson (Incorporated Association of Retail Distributors), H. Kay (London Employers' Association), Rex Kennard (Messrs. Kennards, Ltd.), W. D. Kennard (Messrs. Kennards, Ltd.), John Lawrie (Messrs. Wm. Whiteley, Ltd.), John Lack (Messrs. Robinson & Cleaver, Ltd.), T. R. Lamerton (Messrs. David Evans & Co., Ltd., Swansea), and R. G. Lewis, J.P. (Messrs. Ben Evans & Co., Ltd., Swansea), Major-Gen. S. S. Long (Messrs. Lever Bros.), Lt-Col. E. F. Lawson ("Daily Telegraph"), Messrs. D. MacGregor (Messrs. Thos. Muirhead & Co. (Glasgow), Ltd.), Philip Maufe (Messrs. Brown, Muff & Co., Ltd., Bradford), and J. Maughfling (Messrs. J. I. Thornycroft & Co., Ltd.), Sir Edward Manville, M.P. (Society of Motor Manufacturers and Traders), Messrs. A. Neil (Messrs. Cooper & Co.), Henderson Neal (Messrs. Daniel Neal & Sons, Ltd.), Ernest Oetzmann (Messrs. Oetzmann & Co., Ltd.), Sydney Oetzmann (Messrs. Oetzmann & Co., Ltd.), James Paterson (Messrs. Carter, Paterson & Co., Ltd.), C. Rowley (Messrs. Debenhams, Ltd.), C. P. Russell (Messrs. H. C. Russell & Co., Ltd.), F. C. Sease (Messrs. Swan & Edgar, Ltd.), L. M. Seabrooke (Messrs. J. I. Thornycroft & Co., Ltd.) (Society of Motor Manufacturers & Traders), and C. Selfe (Messrs. Haymarket Stores, Ltd.), Sir Sydney M. Skinner, J.P. (Messrs. John Barker & Co., Ltd.), Messrs. H. E. West-Taylor (London Cabinet & Upholstery Trades Federation), H. Kerr Thomas (Associated Equipment Co., Ltd.) (Society of Motor Manufacturers & Traders.), Harold Waring (Messrs. Waring & Gillow, Ltd.), and L. E. G. Wall (Fairchilds Publications).

Also representatives from the following firms:—Messrs. Arding & Hobbs, Ltd., Army & Navy Co-operative Society, Ltd., James Bartle & Co., Ltd., Bentalls (Kingston-on-Thames), A. Bishop & Sons, Boardmans (Stratford), H. Binns & Son, Ltd. (Sunderland), Clifford & Sons, Cohen & Sons, Civil Service Supply Association, Ltd., A. Goslett & Co., Hall & Co., Ltd., Heal & Sons, Ltd., Jones & Higgins, Ltd., Lewis's, Ltd. (Liverpool), Liberty & Co., Ltd., Liptons, Ltd., Marshall & Snelgrove, Ltd., Nowbury's, Ltd., Palmers (Great Yarmouth), Payne & Birdseye, W. J. Pike, Ltd., Rowntree & Sons (Scarborough), Stuttaford & Co., Ltd., Taylor's Depositories, John Vaughan.

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Roadside Water Supply.*

By Frederick G. Bristow, F.C.I.S., F.S.S., M.Inst.T., A.I.A.E.,

General Secretary, The Commercial Motor Users' Asssociation.

ONE of the problems which has always faced owners of steam wagons has been the difficulty experienced by their drivers in obtaining an adequate supply of clean water on the road for their boilers, without undue delay and without having to go far from the intended route.

Steam propulsion is being used to an increasing extent, and for certain classes of transport, particularly very heavy loads, it will generally be used in preference to internal-combustion. The question of water supply is therefore one of considerable interest to steam-wagon and traction-engine owners, particularly when it is remembered that the use of unsuitable water leads to boiler priming, scaling, pitting and other troubles.

USUAL SOURCES OF SUPPLY.

The methods which are usually adopted by drivers to obtain water may be briefly summarised as under:—

(a) From Streams, Brooks and Ponds.

Water obtained in this way is frequently in a dirty condition; there is very often scarcely any water available during the summer months, and many streams, owing to the amount of chemical or other refuse in them, are unsuitable for steam-raising purposes.

Fig. 1.—Underground Tank System.

It is sometimes found necessary for the vehicle to stand on or near a bridge to draw water, and certain local authorities have now passed by-laws prohibiting any such standing on the bridge or within 10 ft. from the abutment.

(b) From Canals.

In order to obtain water from this source it is necessary to take out an annual licence, varying in amount according to the water authority—in London it is one guinea per vehicle—but in practice this proves to be uneconomical except when the vehicles are habitually operated in the vicinity of such canals.

(c) From Licensed Houses.

It is a very frequent practice for drivers to water their vehicles at licensed houses, but for many reasons it is held to be inadvisable to rely upon these sources of supply.

(d) From Street Hydrants and Water Troughs.

Drawing water from street hydrants on the public mains is open to several objections, not the least being that it has often been found that hydrant spindles have been found broken after use by unauthorised persons, and also that considerable waste of water has occurred. When such a hydrant is specially provided or used for fire protection purposes, this may prove to be a serious matter.

(e) From Automatic Standpipes and Tanks.

There have been several attempts to evolve a scheme for automatic roadside watering facilities which would be acceptable both to the owners of vehicles and to the water undertakings. In the past a number of water authorities have issued permits to steam wagon owners, usually based on a fixed quarterly or yearly charge, but this system has disadvantages both from the point of view of the wagon owner and that of the water authority. In the case of wagons making casual visits to towns and holding no permits, considerable trouble is experienced in getting into quick touch with the appropriate water authority.

There is no doubt, however, that an efficient automatic system, of universal application, is the most satisfactory for all concerned, and it is to this method of supply that attention will be particularly directed.

AUTOMATIC SUPPLY APPARATUS.

As far back as 1908 the Commercial Motor Users' Association concluded negotiations with the municipal and water authorities concerned for the erection of six standpipes in and on the outskirts of London, but the police objected to their erection on the ground of possible obstruction on the footpath and the fear of traffic congestion on the highway.

In 1916 the C.M.U.A. evolved a similar scheme in Lancashire, a number of water fountains being installed in Ashton-under-Lyne, Blackburn, Bury, Oldham, and Rochdale. The cause of the failure of this scheme was primarily due to the fountains being placed in service before they had been sufficiently tested. The fountains delivered water under pressure and were operated by the use of a disc. The slot into which the disc was inserted, however, had no protection inside, with the result that children inserted nails, matches, tram tickets, pieces of iron, and other foreign matter. Further, it was necessary for the driver to retain hold of a handle outside the fountain while obtaining the water, which also attracted the attention of children, who very often broke the handle or made the valve leaky. The result was that drivers gradually gave up relying on the efficiency of the fountains and discontinued using them.

The most recent and, it is hoped, the final attempt to solve the problem is the one which is the outcome of conferences held in 1921, between representatives of the Ministry of Transport, the British Waterworks Association, the Commercial Motor Users' Association, the Society of Motor Manufacturers and Traders, and the Agricultural Engineers Association, and which is now being "tried out" by the Liverpool Corporation Waterworks under the personal direction of its engineer, Colonel J. R. Davidson, C.M.G., M.Inst.C.E., who was chairman of the conferences.

The principle of and the essential feature of the scheme, which it is intended to apply to the whole country, is the adoption of a standard form of key and token to obtain access to an automatic roadside apparatus, which otherwise cannot be made to deliver water, it being left to each individual water authority to instal one or both of the two following types of fitting, to either of which the same lock and token mechanism is applicable, viz.:—

(a) Underground Tank (Fig. 1), from which the wagon will lift water to its tank by means of its own suction hose and injector (or feed pump), a circular opening 3½ in. in diameter in the side of the service box permitting the hose to be passed through into the underground tank.

(b) Standpipe (Fig. 2), which contains 14 ft. of armoured hose, 1-in. internal diameter, wound on a drum, allowing the end of the hose to be drawn out and inserted in the filling hole of the wagon tank. Water is drawn off by operating a self-closing cock inside the service box.

A standard T-shaped key is provided, on which is stamped the distinguishing mark of the issuing water authority, and the registration number of the wagon in respect of which it is issued. The keys, which are supplied by the water authority at 2s. 6d. each, constitute a form of licence, and are evidence that the individual wagon is duly licensed. No key may be transferred to any other wagon or wagons, but any one may be used without further fee in the area of any water authority which adopts the general scheme. Any change of ownership of a wagon carrying a standard key must be immediately notified to the appropriate water authority.

The standard token is in the form of a circular disc, 1 in. in diameter, made of hard non-corrodible metal, corrugated and secretly marked so as to prevent counterfeiting, and pierced with a hole for being threaded on a wire or rod. The tokens are for general use and not differentiated in any way for particular localities. The Commercial Motor Users' Association has under-

* Paper read at the Road Traffic Conference at Olympia, on November 27th, 1923.

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taken the work of issuing and redeeming the tokens, through its divisional and area offices which are established throughout the country, and the tokens are obtainable by the public generally, including local authorities and water undertakings. The price of the token has been fixed at 9d. each, but this price is open to revision every year after 1925.

The door, in the case of a standpipe, and the opening, in the case of an underground tank, can only be made to function with the standard key and token, and the key cannot be removed until the door or opening has been closed and locked.

METHOD OF OPERATION.

The service box mechanism, which is made to withstand possible rough usage, is operated in the following manner:—

Fig. 2.—Pressure Supply System.

(i.) The key is inserted in the hole provided in the service box.

(ii.) The key is turned in a clockwise direction through a small angle, uncovering the slot for insertion of the token.

(iii.) The token is then inserted in the slot provided, thus forming the last ward of the key, and enabling the shutter or latch to be rotated into the full open position. This further motion cannot be performed without the use of the standard token.

(iv.) In the case of the pressure supply system, the hose is then drawn out and inserted in the wagon tank, and the driver, by depressing a lever inside the box, causes the water to flow. After the necessary supply of water has been obtained the hose is re-wound automatically.

(v.) The key is then turned in an anti-clockwise direction, leaving the token behind, to drop into a locked collecting receptacle, simultaneously closing the slot for the token, thus preventing the insertion of foreign matter, then engaging the latch with the catch on the door frame in the case of the standpipe, or closing the circular opening in the case of the underground tank.

(vi.) The key is then removed. It is not possible to remove the key until the door is closed and the latch engaged with the catch, or until the opening has closed.

The whole sequence takes less than five minutes, thus making it possible for a supply of water to be obtained expeditiously and efficiently.

The provision of easy facilities for getting water into the tank of the wagon is very desirable, and in this connection the attention of vehicle manufacturers is particularly directed to the position of the filling hole in the tank. Some types of wagons have only one such aperture at the side of the wagon, and it is therefore sometimes necessary to take the hose from the pressure service box right round the tail end of the wagon to the other side. In other cases the hole is very awkwardly placed under the platform of the wagon.

Although the scheme has only been in operation experimentally in Liverpool for the last five months, nearly 300 steam wagon owners have adopted it, and the Liverpool Corporation Waterworks and its engineer are to be congratulated on the success of the trial, which has demonstrated conclusively that an effective system of automatic roadside water supply is now available.

As a result the following Water Authorities have also decided to instal the service boxes in their areas: Birkenhead, Bolton, Burscough, Manchester, St. Helens, Warrington, West Cheshire.

In order, however, that the scheme should be of the utmost value, it is necessary that it should be adopted by the majority of the water authorities, and it is hoped that the time is not far distant when this will become an accomplished fact. The greatest interest is being evinced in the scheme by the Ministry of Transport, as well as suppliers and consumers.

Institute of Transport.

THE following is a supplemental list of Corporate Members who have been elected to the Institute of Transport.

MEMBERS.

Name.	*Present Occupation.*
Bassage, Charles	District Goods Manager (Bristol), Great Western Railway.
Brook, Ernest Telford ...	Rolling Stock Superintendent, London Underground Railway Group.
Court, Sidney Herbert ...	General Manager and Traffic Superintendent, Samana and Santiago Railway Company, Donomican Republic.
*Gracie, William McAuley, M.B.E.	Assistant to Goods Manager (Southern Area), London and North Eastern Railway.
*Graff-Baker, William Sebastian	Assistant Mechanical Engineer, London Underground Railway Group.
Griffiths, Herbert Richard ...	Divisional Superintendent (Bristol), Great Western Railway.
Hadfield, Sir Robert Abbott, Bart., D.Sc., F.R.S.	Hadfields, Limited.
*Murray, Andrew	Assistant Superintendent (Commercial and Operating), South African Railway.
Newcombe, Edward Osborne Armstrong	Traffic Manager, Sudan Government Railways.
*Ogle, John Wilfrid	District Traffic Superintendent, North Western Railway (Punjab).
Smith, Arthur...	Managing Director, Jarvis Robinson Transport, Limited, Liverpool.
Still, Charles Alfred... ...	Secretary, Liverpool Cart and Motor Owners' Association, Ltd.
Walton, Granville	District Traffic Superintendent, North Western Railway of India.
Wedgwood, Ralph Lewis, C.B., C.M.G.	Chief General Manager, London & North Eastern Railway.
Yeld, Percival Harley ...	District Traffic Superintendent, Eastern Bengal Railway.
Yule, Harry Howard ...	..Divisional Traffic Manager (Calcutta), East India Railway.

ASSOCIATE MEMBERS.

Cole, William...	Traffic Manager, Powell Duffryn Steam Coal Co.
Edington, Alexander Robert	Assistant Engineer (Trichinopoly), South Indian Railway Co.
Fairweather, Arthur... ...	Assistant (Mechanical) Superintendent (Windhook), South African Railways & Harbours.
Johnson, Richard Williams...	Traffic Superintendent, Singapore Harbour Board.
Lee, Enos	Outdoor Personal Assistant to General Manager & Secretary, Port of Bristol.
Rees, Frederick Bannerman...	General and Claims Assistant to General Manager (Johannesburg), South African Railways and Harbours.
Regan, John	Chief Clerk (Windhook), South African Railways & Harbours.

**Transfer from the class of Associate Member to that of Full Member.*

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Bills in Parliament and Applications to the Minister of Transport.

VARIOUS applications affecting transport are being made by Railway Companies, Corporations and other bodies in the ensuing Session of Parliament, and also to the Minister of Transport.

Below will be found extracts only from the published notices.

APPLICATIONS TO PARLIAMENT.

Aberdare Canal.—To confirm and carry into effect an agreement made between the Urban District Councils of Aberdare and Mountain Ash and the Company of Proprietors of the Aberdare Canal Navigation for the acquisition by the Councils of the lands and property of the Company forming the Aberdare undertaking. To lay out the lands so acquired for public purposes. To authorise the Mountain Ash Council to purchase by agreement a portion of the Glamorganshire Canal and use the same for public purposes. To enable the Mountain Ash Council to agree with the Glamorgan County Council for the use of part of the Aberdare Canal for main road purposes.

Aire and Calder Navigation.—Power to abandon and discontinue the use of Hook Landing. Increase of dock tonnage rates and dock wharfage rates at Goole Docks.

Ashton-under-Lyne Corporation.—To run Trolley Vehicles within the Borough and in the Parishes of Waterloo and Dardsley, and the Oldham Corporation to run Trolley Vehicles in the Borough of Oldham. To run Motor Omnibuses beyond the Borough.

Baildon Urban District Council.—Power to provide, maintain and run Omnibuses within the Urban District of Baildon.

Birkenhead Corporation. (Ferries).—To repeal the obligation imposed on the Corporation by the Birkenhead Corporation (Ferries) Act, 1897, to maintain a service of Steamers between New Ferry and Liverpool.

Birmingham Corporation.—The Construction of Tramways in the City. Street Improvements. Further provision with respect to the running of Omnibuses by the Corporation; Hackney Carriages.

Croydon Corporation.—Widening of streets. Provision and working of Trolley Vehicles. Running of Omnibuses within and beyond the Borough.

Dover Corporation.—Provision and running of Omnibuses within and beyond the Borough.

Halifax Corporation. — To confer further powers with respect to their water undertaking including the provision of water tanks under streets for the use of locomotives or motor cars. To alter and extend the law with regard to hackney carriages, the licensing of such carriages and the drivers thereof, the revocation of licenses in the case of hackney carriages unsafe or unfit for use, to fix fares for the use of hackney carriages, the inspection and certification of taximeters and the regulation of omnibus routes.

Harrogate Corporation.—To run omnibuses and other vehicles within and beyond the borough. Running of omnibuses and vehicles on special occasions and for special purposes.

Haslingden Corporation.—To confer further powers upon the Corporation in connection with their tramways and electricity undertakings, including the running of tramcars and omnibuses reserved for special purposes, power to suspend traffic on their tramways on special occasions, and the laying of electric lines in streets not dedicated to public use, and the attachment of electrical apparatus to buildings.

Hastings Corporation.—New streets and widening of existing streets. Further powers with respect to traffic control and hackney carriages.

Kingston-upon-Hull Corporation. — Construction of street improvements in the City. Construction of tramways in and outside the City.

Leeds Corporation.—Further powers in connection with the Corporation's tramway and omnibus undertakings. New streets and widenings of existing roads.

Leicester Corporation.—To construct new streets and widen existing streets.

London County Council.—New tramways and streets.

London United Tramways.—To run trolley vehicles.

Manchester Corporation.—Construction of street works (*i.e.*, widenings). Construction of tramways in the City. Provision and running of trolley vehicles within and without the City. Further provisions for the regulation of hackney carriages and motor vehicles standing or plying for hire.

Morecambe Corporation. — New streets and widening of promenades. Further powers regarding traffic control, hackney carriages, advertising vehicles, etc.

Neath Harbour.—Alterating, increasing and defining maximum dues, charges, etc.

Rawtenstall Corporation. — Running of motor omnibuses within and beyond the borough.

Rotherham Corporation.—For the provision of trolley vehicle routes in the borough and the rural district of Rotherham. Further powers for running omnibuses. Street improvements.

Sutton Harbour.—Application by the Sutton Harbour Improvement Company to increase rates, charges, etc., in connection with their undertaking.

Tynemouth Corporation. — Further new provisions with respect to streets, traffic, control of routes, regulation of omnibus routes, test of drivers of motor vehicles licensed by Corporation, inspection and certification of taximeters, application of Town Police Clauses, Act, 1847, and provisions of Bill to hackney carriages at railway stations.

Wakefield Corporation.—To confer further powers upon the Corporation with reference to streets, hackney carriages, omnibus routes, vehicular traffic, etc.

West Thurrock Wharf and Railways.—Power to make and maintain railways in the Parish of West Thurrock. To require and empower the London, Midland & Scottish Railway Company, to receive, book through, forward, accommodate, transmit, and deliver passengers, goods, parcels and other traffic to or from, or over the railways and to provide facilities.

APPLICATIONS TO MINISTER OF TRANSPORT.

Southport Corporation Light Railways. — For an order authorising the Corporation to make, maintain, work and use certain light railways by junctions with existing tramways.

St. Helens Corporation.—For a provisional order to provide and work trolley vehicles in the Borough of St. Helens, etc. To make provision for the use of the trolley vehicles on special occasions, the running of special services of cars and the setting apart of special cars for the conveyance of passengers travelling on or using the same on any such special occasion, and to charge special fares for the use of special vehicles; passengers luggage; carriage of parcels, animals and goods. To authorise the taking of fares, rates and charges for the use of and for the carriage and conveyance of passengers and goods by such trolley vehicles.

Todmorden Corporation.—Application to Minister of Transport to run motor omnibuses on a certain route within the Rural District of Burnley and the County Borough of Burnley.

Worcester and Broom (Light) Railway.—The construction, working and maintenance of light railways in the Counties of Worcester and Warwick.

Wrexham District Light Railway.—Application by the Wrexham and District Transport Company, Ltd., for a light railway in the Parish of Rhosllanerchrugog in the Rural District of Wrexham by junctions with existing tramway.

RAILWAY BILLS IN PARLIAMENT.

Central London and Metropolitan District Railways.—Confirming agreements with the Midland Railway Company relating to an additional through line at Whitechapel.

Great Western Railway.—Additional powers with reference to six new railways, one at Kinver, three which form a connection with the coast section of the Cambrian Railway of the Company at Pwllheli, one in Cardiff and one in connection with the Cornwall Minerals Railway.

Great Western Railway (Dock Charges).—It is proposed to alter rates, charges, etc., at Cardiff, Newport, Barry, Penarth, Port Talbot, Llanelly, Burry Port, Briton Ferry, Plymouth, Newquay, Aberdovey, Bridgwater, Lydney and Fishguard.

London & North Eastern Railway.—Connections between the Great Northern & City Railway at Drayton Park and the Canonbury lines of the Company at Finsbury Park. A new railway connecting the Alexandra Park and the Enfield branches. New railways at Scunthorpe, Frodingham and Rufford.

London & North Eastern Railway (Dock Charges).—Variations of rates, charges, etc., at Silloth, North Blyth, South Blyth, Percy Main (Northumberland Dock) Staiths, Dunston and West Dunston Staiths, Tyne Dock, Hartlepools, Middlesbrough, Hull, Lowestoft, Harwich, Parkeston, Grimsby, Immingham, Winteringham and Connah's Quay.

London & North Eastern Railway. (Dock Charges, Scotland).—Variations of rates, etc., at the harbours and docks of Alloa, Bo'ness, Burntisland, Charlestown, Craigendoran, Kincardine, Mallaig, Methil, Pettycur and Tayport.

London, Midland & Scottish Railway (Dock Charges).—Power to alter rates at Garston, Widnes, Fleetwood Wyre, Heysham, Morecombe, Barrow, Holyhead, Deganwy and Lydney.

Southern Railway.—Two new railways in Southampton are contemplated. New connections between the Company's Tooting, Merton and Wimbledon line, and the authorised Wimbledon and Sutton Railway. Connections between the Horsham and Leatherhead line of the Brighton section and the South Eastern and South Western sections near Dorking and Bookham respectively.

Southern Railway (Dock Charges).—Alteration of harbour dues at Folkestone, Whitstable and Newhaven.

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The New Dennis One-Tonner.

THE new Dennis 20/25-cwt. chassis, marketed at £295, is a very welcome addition to British models. We need scarcely point out that Dennis Bros., of Guildford, are amongst the oldest and most successful manufacturers of commercial vehicles; they are the pioneers of the overhead worm drive, and, we believe, they are justified in their claim that this type of drive contributed largely to the successful operation of public service passenger vehicles. They are amongst the best known manufacturers of fire engines, and the Dennis turbine pump is a particularly popular fire fighting appliance. Dennis lorries have also an outstanding reputation for efficiency.

The new 20/25-cwt. model made its first appearance at the recent Olympia Commercial Vehicle Show, and we have not the slightest doubt that the firm will have every reason to be satisfied with its reception. They have, we understand, made arrangements for mass production, beginning with an output of 100 chassis per week, to be increased later to 250 per week, hence the low price of £295, with solid tyres, or £17 extra for pneumatic tyres.

Every part of the new model, like the larger Dennis models, is made to jig, which ensures perfect accuracy of all parts and absolute interchangeability. The chassis weighs only 23 cwt., and the running costs also have been the subject of much consideration and thought, with the result that the makers guarantee 20 miles per gallon of petrol and 800 miles per gallon of lubricating oil. The following is a brief description of the chassis:—

It has a four-cylinder engine cast *en bloc*, bore and stroke 85 by 120 mm. R.A.C. rating, 18 h.p. and developing 30 h.p. at 1,560 revs. per minute. The engine clutch and gear box are built up in one unit (a system which we regard as being the best in a vehicle of this type), and suspended from the main frame at three points. Ignition is by high tension magneto, and it, together with the water pump, are driven in tandem from the timing gears on the near side of the crank case. Lubrication is also carried out by a pump, driven from the camshaft. The oil is carried to, and distributed by the hollow camshaft to the main crankshaft bearings, while the overflow is collected in troughs into which the connecting rods dip. The carburetter is a horizontal Claudel-Hobson to which fuel is fed from a 10-gallon petrol tank. The carburetter control is by a lever beneath the steering wheel, and there is also the usual accelerator pedal.

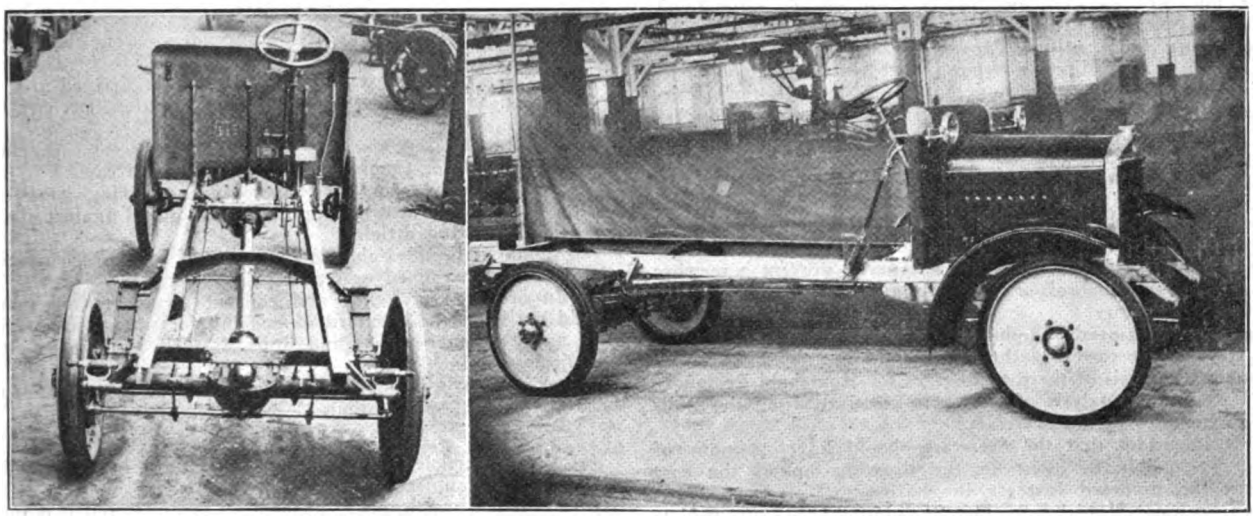
The clutch is of the external cone type, fabric faced. It has three external springs accessible for adjustment and there is also an adjustable clutch stop.

Three forward gears and a reverse are provided. The third speed is direct and the standing ratios for the others are, second 2.02 to 1, and the first 4.66 to 1; the reverse is 6.21 to 1. The speeds are 25.25 m.p.h. top, 12.5 m.p.h. second, and 5.42 m.p.h. first. The gears are controlled by central change speed lever with a positive lock to prevent two gears being meshed at the same time. The main shafts run on ball bearings, while the secondary shaft runs on roller bearings. The shafts are of large diameter and are made as short as possible to prevent deflection.

With regard to accessibility of the engine, clutch and gears: the big end bearings can be examined and adjusted by taking off the oil sump, and the gear box can be examined by removing the top cover which carries the change speed mechanism. The gear box can be taken down as a unit after removing the propeller shaft and brake connections, and the clutch itself forms a self-contained unit which can then be removed.

A torque tube is provided with a spherical head at the forward end, mounted on the gear box, which takes the driving torque, the brake reaction from the rear axle, and the thrust. The tube is of large diameter tapering from the rear end to the ball end and encloses the tubular propeller shaft which transmits the drive from the universal joint at the back end of the gear box to the worm.

The back axle is of the pot type and the cross shafts are fully floating and drive the wheels through dogs. The top cover of the casing is easily removable and carries with it the worm and wheel and differential gear. The cross shafts themselves can be easily withdrawn without removing the wheels or jacking up the chassis. The rear wheels run on hardened and ground bearings which are fitted with gun metal floating bushes.



Two views of the new Dennis 1-ton chassis.

Both the foot and hand brakes are lined with asbestos fabric and are of the internal expanding type, acting on 16-in. diameter brake drums bolted to the rear wheel hubs. Adjustment can be made by means of large adjusting nuts which are placed in an accessible position at the rear end of the brake pull rods.

The front axle is an "H" section stamping. The swivels are fitted with ball thrust bearings. The front road wheels are fitted with taper roller bearings which can be adjusted to take up wear. The steering is of the Ackermann type operated by worm and wheel providing four positions to take up wear. The cross steering connection has ball joints provided with grease lubricators, and the connection to the steering gear box has spring loaded ball joints adjustable for wear and provided with grease lubricators.

The road springs are of special design. They are 3 ins. wide and allow for a 4-in. deflection for the rear suspension, whilst the front springs are 2 ins. wide and are very flexible. The shackles are provided with grease lubricators.

The frame is of pressed steel channel section side and cross members.

With regard to the appearance of the chassis: this may be judged from the accompanying illustrations.

At the suggestion of the surveyor, the Bermondsey Borough Council has arranged for the whitewashing of certain kerbs in the borough at dangerous corners as a guidance to vehicular traffic during the dark nights.

* * * * *

Preston Corporation refuses to entertain a proposal that all tram and bus employees should be compelled to acquire knowledge of first aid.

Representation has been made to the York Watch Committee by the local branch of the R.S.P.C.A. that cattle drivers should be compelled to carry lights when necessary, and the committee suggests that the Government should deal with this matter.

* * * * *

Preston Corporation has decided that Auto-Vac feed be adopted in the five new motor buses, at an additional cost of £12/10/0 for each bus.

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Activities of the F.W. & R.A.

Cutting of Prices.—The Executive Committee of the Furniture Warehousemen and Removers' Association strongly recommend that each centre should now approach this matter with a view to fixing economic prices for removals, and that they should also arrange warehousing prices on the basis of the recommendation in the Year Book.

Stourbridge Canal.—A notice has been issued which practically closes the canal bridges to heavy motor traffic and the Ministry of Transport has been approached with a view to obtaining an amelioration of the Order.

Unladen Weight of Vehicles Constructed to Carry Lift Vans.—It having been contended that these lift vans should be included in the unladen weight of a vehicle and taxed accordingly the matter has been taken up with the Ministry of Transport as this would appear to be contrary to the spirit of the Motor Car Order, 1904, and the circular issued by the Local Government Board dated December, 1904.

Removals and Storage Pamphlets.—The Pamphlet drawn up by the Publicity Committee containing the argument why members of the Association should be employed when it is desired to undertake a removal, is being applied for in large numbers. Thirty thousand copies had been applied for over a month ago and members desiring a supply should let the Secretary know their requirements at the earliest possible moment. Supplied in Buff, Pearl and Pastel Blue covers and with the name and address of the firm printed on the front cover, the rates are 21/- for 250, 34/- for 500, 60/- for 1,000, and 110/- for 2,000, carriage paid.

Collecting from other Members' Depositories. — Several further cases of collecting from other members' Depositories having been brought to the notice of the Committee, they desire it to be known that in the interests of all concerned they strongly deprecate this practice, and that removals from another's depository should only be done in exceptional cases which can be thoroughly justified. Should any unforeseen circumstances necessitate an estimate being given without knowledge from the actual address from which the goods have to be removed being known, the words "From a Private Residence" inserted on the estimate form will effectually prevent a member being under any moral or legal obligation to go to another members' depository.

Railways Proposed Schedule of Charges.—Will the members who have had occasion in the past to obtain from the Railway Companies analysis of the rates charges for Household Removals, kindly send the analysis of such rates received from the Railway Companies to the Secretary?

It is important that the Secretary should have as many of these as possible to assist in the drawing up of the case against the proposed increase in charges.

Consignment Note "E."—This is the new Consignment Note to come into operation as from the appointed day and which will particularly affect the traffic of the Warehousing and Removal Industry when sent by rail.

The heading of the Note will be:—

> The Standard Terms and Conditions of Carriage of Damageable Goods not properly protected by packing (in these conditions called "goods") when carried by Merchandise train at Company's risk rate.

Condition 3.

> This clause as put forward by the Railway Company, reads:—The Company shall not be liable for loss or damage except upon proof that the same (*a*) arose from the wilful misconduct of the Company or their Servants, or (*b*) would have been suffered if the goods had been properly protected by packing and the Company would have been liable if the goods had been carried subject to the Standard Conditions applicable to the carriage of Merchandise at Company's risk rate.

This clause will be strongly opposed by the Association and the following clause will be asked to be substituted therefore:—

> "The Liability of the Company shall be the same as their liability under the Standard terms and conditions applicable to the Carriage of Merchandise at Railway Company's risk, and such terms and conditions shall be applicable provided that the Company shall not be liable for loss or damage upon proof that the same would not have been suffered if the goods had been properly protected by packing, unless wilful misconduct on the part of the Company or their Servants be proved."

Removal Contractors' Day at Olympia.—Several members having signified their intention of visiting the Commercial Motor Show, the Association thought it would be a good idea for as many as possible to visit the various stands together, and by comparing notes and listening to another's questions and difficulties discussed by the experts in charge of the various exhibits to spend a very instructive and profitable day.

Accordingly members met at the Stand of the Sentinel Waggon Works on the 27th November, and much useful information was imparted and received.

Certificates for Furniture Estimators.—On page 9 of our October issue we printed full particulars of the important scheme developed by the Association to raise the status of the removal and warehousing industry by the issue of Certificates, (1) After examination and (2) Without Examination, to those who are qualified to act as Estimators for removal and warehousing contracts.

On the same page we printed the Regulations and Syllabus.

The First Examination has now been fixed to take place at the offices of the Association, 41 Russell Square, Bloomsbury, London, W.C.1, on Wednesday, 23rd January, 1924, and the time allowed for the Theoretical Examination will be from 10.30 a.m. to 1 p.m. The last day for receiving applications for this Examination will be Wednesday, 9th January, 1924.

Packing for Storage and Shipment (Transport).

WE have received from Mr. R. J. Armstrong, removal manager, Messrs. John Walsh, Ltd., Sheffield, and Vice-President of the Furniture Warehousemen and Removers' Association, answers to the questions which appeared in our last issue under the heading Activities of the F. W. & R. A. We have decided to reprint the questions with the answers, and shall be glad to publish further contributions on this important subject.

QUESTIONS.

(*a*) In view of the many conflicting ideas as to the proper packing of household goods for storage and transport (road, rail, sea), how can a proper standard of packing be arrived at?

(*b*) If you adopt a standard packing specification how can our members be educated to conform to same?

(*c*) Could railways companies be induced to accept such packing as standard for Company's Risk Rates in all cases?

(*d*) What method should be employed in packing goods for storage or transport at residence of client to guard against claims for alleged missing articles?

(*e*) Would it be advisable to insist on all furniture, rugs and pictures being wrapped or crated?

(*f*) In order to give like and efficient service to the public should not the same standard of packing for storage and transport apply to small towns and firms, as well as to large cities and firms therein?

(*g*) Would it be possible and/or advisable to issue a standard book on packing specifications?

ANSWERS.

(*a*) By an article, a series of articles, or a booklet dealing fully with the subject.

(*b*) It is not practicable to adopt a set formula, and it is quite possible we never shall, as the work varies according to the local conditions and the particular view of the contractor, and/or his representatives on the spot.

(*c*) For conveyance of goods at the railway company's risk rates a specification could be set up that the companies would accept.

(*d*) It is both necessary to educate the customer as well as the contractor as to the preparation of goods for removal and storage, and here again the method could be set out in interesting articles or a booklet, the subject is too long to deal with in a short question and answer style.

(*e*) No; because in so doing you might defeat your own ends, the customer would say that is your job but would not be prepared to pay the cost of any expensive or elaborate service. I think we can safely say that the men in our business are coming in increasing numbers, as a matter of business policy, to the point where they are accepting a higher responsibility even than that fixed by the conditions of the trade.

(*f*) This is not practicable because each firm has its own ideas and standards, and they must be guided by local conditions, but by a system of papers on the subject or by propaganda or a booklet selecting and setting forth the best methods, then would the ideas become standardised by both large and small firms in all parts of the country.

(*g*) Yes; it would be most useful and the whole of the questions could then be dealt with in detail, this would not only be useful to the trade but would be of assistance to training Estimators, Foremen, and Managers to a desirable standard. After the opinions expressed at recent meetings on the report of the work of the Publicity Committee, and while in not any way belittling the great importance of the work they had in hand or their personal efforts in connection with same, I do believe if they would concentrate first on the education of the customer and trade, it would give a 100 per cent. return for their labours, and I feel sure the Executive would be prepared to make a grant to meet any expense of publishing suitable literature. I should be pleased to assist such a Committee if they so desired.

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Preston C.M.U.A. Parade.

To have succeeded in attracting a fine turnout of vehicles in such wintry weather, cold and foggy as it was on November 24th, the Preston motor parade, held under the auspices of the local area committee of the Commercial Motor Users' Association, was evidence of splendid competitive zeal of the local vehicle owners. This was the second annual event.

The entries were divided between seventeen classes and numbered—including machines competing in more than one class—eighty all told. With the exception of the fleet, advertising and Ford classes, there were separate competitions for vehicles owned by motor haulage contractors and private owners. The latter were represented in strong force. Haulage contractors were in a rather small minority, yet they acquitted themselves with distinction, lifting two of the four challenge cups. Strange to relate, in the steam vehicle fleet class only one firm, Messrs. H. Viney & Co., Ltd., entered lorries—eight Leylands. The prize winning team, which vindicated its claim to the Dewhurst Silver Cup (held for twelve months by the owners of the best two steamers of any make on parade), also won two first prizes in the 1919 and 1922 single steam classes. Messrs. Viney's prowess was also asserted in the petrol vehicle classes, they having the felicity of being awarded the Bradshaw Silver Cup for the best Ford vehicle on parade.

Preston C.M.U.A. Parade. Group of Officials.

Messrs. Whittle Springs Brewery Company, of Chorley, by again winning the petrol fleet premier prize and the Viney Silver Cup for the best fleet of two petrol vehicles of any make on parade, are to be congratulated upon having repeated their achievement at the 1922 parade. This, however, was not the limit of their success, for another of their vehicles, the first winner in the 1922 Single Petrol Class, also won the Leyland Cup presented by Leyland Motors, Limited, to the owners of the best Leyland vehicle (steam or petrol) on parade, the Winners of the Dewhurst and Viney Cups being excluded. Each of these valuable and handsome trophies was held by the winners for twelve months.

Thus, it will be seen, from a study of the prize list that Leyland vehicles have achieved a fine series of successes. It requires to be explained, however, that grouping together steam and petrol driven machines, about 45 per cent. of the total entries were Leyland vehicles, the details being:—

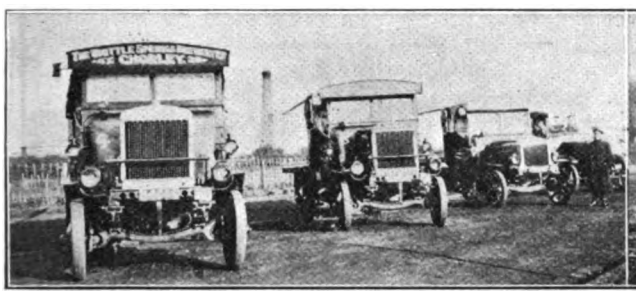
Leylands 25, Vulcan 4, Liberty 5, Langham 1, Fiat 1, Fords 14, Dennis 1, Sentinel 1, Atkinsons 2, Napier 1, Thornycrofts 2 and Guy 1.

The Ford class made a strong appeal to local tradesmen who made a good response, but which, one is bound to say, might easily have been improved upon. Likewise, the class for vehicles carrying the best advertisement. The success of the Anglo-American Oil Co., Ltd., with their Liberty lorry, displaying a neatly arranged exhibition of oil stoves, oil vats, petrol pumps, etc., was well deserved. Another distinctive vehicle was a Ford motor shop—a Ford with a van body with glass panelled windows showing a big range of Ford parts. The end of the body was open and revealed bulkier goods, such as tyres. Drop doors hinged to the roof and to the floor ensured adequate protection for the inside stock. The owners were Messrs. Bradshaw, of the Preston Motor House, who also entered a Fordson tractor. The Mayor of Preston judged the vehicles showing advertisements.

The Lancashire County Council entered three non-competitive end-tipping Leyland steamers.

The system of awarding marks was as follows:—

Each vehicle qualified for a maximum of 100 marks, these being given solely on appearance, cleanliness and condition of presentation, and in no way influenced by the class of goods carried, the type of machine, the mileage it is alleged to have run, or its age.



Three Leylands owned by Whittle Springs Brewery, Ltd., winners of two cups, two firsts and two second prizes.

A group of H. Viney & Co.'s Prize-winning Leyland Steamers. Cup, fleet prize, and five prizes in single classes including three firsts.

The scale of marks to be awarded by the judge was as follows:—

ALL VEHICLES:—General appearance, having regard to neatness of presentation, 10; Condition of lamps, lamp brackets, horn or gong and similar fittings, 10; Condition of tail boards and wings, 10; Condition of body work, 20.

PETROL VEHICLES ONLY:—Condition and radiators and bonnets, 10; General cleanliness of all parts under the bonnet, 20; General cleanliness of all parts under the driver's footboard, 20.

STEAM VEHICLES ONLY:—General cleanliness and condition of engine, 20; Condition of bunkers and tank, 10; General cleanliness of smoke box, lagging and mud covers, 20.

After judging, the Mayor of Preston presented the Challenge Cups to the successful drivers.

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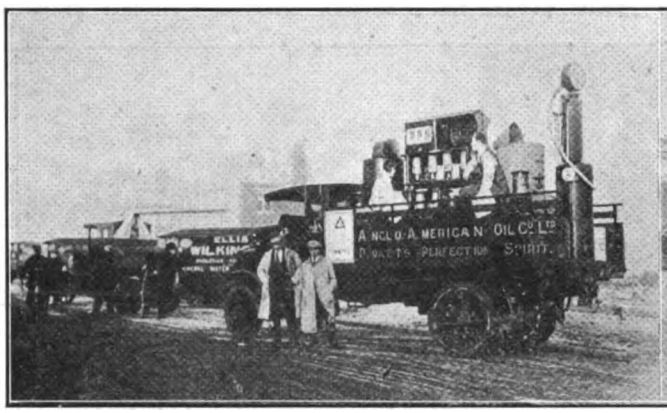
The judges of the vehicles were :—Mr. F. G. Bristow, M.INST.T., Maj.-Gen. S. S. Long, C.B., Col. B. Fairclough, C.M.G., D.S.O., Messrs. J. E. Mallalieu, A.M.I.E.E., M.INST.T., Jas. Leavesley, D. Morgan, W. B. Livesey, H. W. Roberts, A.M.I.MECH.E., A.M.I.AUTO. E., R. W. G. Barnett, G. J. Gibbs, M.I.M.E., A.M.I.E.E., A.C.G.I., John T. Lawton, M.INST.T., Leo Swain, Geoffrey Fairrie, N. Barker, F. C. Fahy, A. J. Miles and W. J. Cornes.

The Parade Officials were: Chief Marshal, Mr. J. P. K. Watson (Chief Constable of Preston), Assistant Marshal, Mr. A. H. Cousins; Stewards, Messrs. Rd. Houghton, C. Le M. Gosselin, E. Bradshaw, D. Brindle, Jos. Crombleholme, J.P., T. H. Jones, F. Kirkham, J. H. Martin, Chris. Miller, R. W. Royle, A.M.I.A.E., and L. H. Fairclough, Adlington; Secretary, Mr. Walter Atkinson, F.C.A.

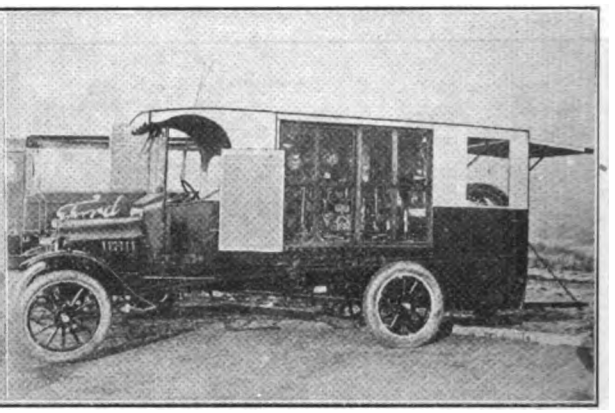
The prize winners are as follows :—

Steam Vehicle Fleets.—1. H. Viney and Co., Ltd. (Leylands. Mileages 86,400 and 44,400 respectively); 2. H. Viney and Co., Ltd. (Leylands, mileages 170,400 and 122,400 respectively); 3. H. Viney and Co., Ltd. (Leylands, mileages 134,400 and 122,400 respectively).

Petrol Vehicle Fleets.—1. Whittle Springs Brewery (Leylands, mileages 53,600 and 52,950 respectively); 2. Matthew Brown & Co., Ltd. (Leylands, mileages 43,249 and 43,178 respectively); 3. Anglo-American Oil Co., Ltd. (Liberty's, mileages 5,492 and 4,332 respectively).



First Prize Winner in Competition for Vehicle carrying best Advertisement. Anglo-American Oil Co.'s Liberty Lorry carrying Oil Stoves.



A Ford Motor Shop entered by Bradshaw's Motor House, Preston, for competition in Advertising Vehicle Class.

Shell-Mex Petrol Vehicles.

F. Kirkham's 1916 Leyland and Embee Motors, Ltd. 1916 Leyland.

Single Steam Vehicles, 1916.—1. H. Viney and Co., Ltd. (Leyland, mileage 122,400); 2. H. Viney and Co., Ltd. (Leyland, mileage 122,400); 3. H. Viney and Co., Ltd. (Leyland, mileage 112,000).

Single Steam Vehicles, 1919. Haulage Contractor.—1. H. Viney and Co., Ltd. (Leyland, mileage 86,400).

Single Steam Vehicles, 1922. Haulage Contractor.—1. H. Viney and Co., Ltd. (Leyland, mileage 44,400).

Single Petrol Vehicles, 1916. Haulage Contractor.—1. F. Kirkham (Leyland, mileage 80,000); 2. T. H. Jones (Leyland, mileage 83,000).

Single Petrol Vehicles, 1919. Haulage Contractor.—1. Embee Motors, Ltd. (Leyland, mileage 55,000).

Single Petrol Vehicles, 1922. Haulage Contractor.—1. H. Viney and Co., Ltd. (Ford, mileage 33,000); 2. C. Miller (Leyland, mileage 30,000); 3. Preston Bros. (Ford, mileage 30,000). Highly commended: Preston Bros. (Fiat).

Passenger Carrying Vehicle, 1922.—1. T. H. Jones (Leyland, mileage 83,000); 2. Embee Motors, Ltd. (Leyland, mileage 6,000).

Single Steam Vehicles, 1916. Other than Haulage Contractor.—1. Matthew Brown and Co., Ltd. (Sentinel, mileage 63,573).

Single Steam Vehicles, 1922. Other than Haulage Contractor.—J. H. Martin (Atkinson, mileage 9,000).

Single Petrol Vehicles, 1916. Other than Haulage Contractor.—Ellis Wilkinson (Langham, mileage 29,000); 2. F. W. Atkinson (Napier, mileage 31,000).

Single Petrol Vehicles, 1919. Other than Haulage Contractor.—1. Whittle Springs Brewery, Ltd., (Leyland, mileage 52,950); 2. Whittle Springs Brewery, Ltd. (Leyland, mileage 53,600); 3. Whitwell Mark and Co., Ltd. (Thornycroft, mileage 32,536). Highly commended, W. Mears & Co. (Vulcan).

Single Petrol Vehicles, 1922. Other than Haulage Contractor.—1. Whittle Springs Brewery Ltd. (Leyland, mileage 42,500); 2. Anglo-American Oil Co., Ltd. (Liberty, mileage 4,332).

Vehicles, any Type, Showing Best Advertisement.—1. Anglo-American Oil Co., Ltd. (Liberty, mileage 11,710); 2. W. S. Low, Ltd. (Leyland, mileage 7,500); 3. H. Viney and Co., Ltd. (Leyland, mileage 86,400).

Ford Vehicles.—1. H. Viney and Co., Ltd. (Ford, mileage 33,000); 2. Preston Bros. (Ford, mileage 30,000); 3. W. Mears and Co., Ltd. (Ford, mileage 62,400). Highly commended, Preston Bros.

CHALLENGE CUPS.

Dewhurst Silver Cup. To be held for twelve months by the owners of the best fleet of two steam vehicles of any make. Messrs. H. Viney and Co., Ltd. (Leylands).

Viney Silver Cup.—To be held by the owners of the best fleet of two petrol vehicles of any make. Messrs. Whittle Springs Brewery Co. (Leylands).

Leyland Silver Cup.—To be held by the owner of the best Leyland vehicle, steam or petrol, excluding the winners of the Dewhurst or Viney Cups. Messrs. Whittle Springs Brewery Co.

Bradshaw Silver Cup.—To be held by the owner of the best Ford vehicle on parade. Messrs. H. Viney & Co., Ltd.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Personal.—At the meeting of the Council of the Liverpool Shipping and Forwarding Agents' Association, held last month, Mr. E. H. Eckes was re-elected chairman for the ensuing year, and Mr. J. H. Hughes, vice-chairman. The firm of Messrs. E. Raymond and Co., of Queen's Buildings, Dale Street, Liverpool was elected to membership.

Proposed Fusion of Transport Association.—All the Merseyside transport associations during the past month have been devoting attention to the pros and cons of the scheme of fusion of local transport associations. The Commercial Motor Users' Association (Liverpool branch), who were the prime movers in the movement for improved local organisation, have convened a further joint conference

Liverpool C.M.U.A.—The General Committee of the Liverpool Area of the Commercial Motor Users' Association at their November meeting considered correspondence from the West Midlands Division of the C.M.U.A. The secretary was instructed to write the Chester County surveyor, suggesting that they construct lay byes similar to those provided in Warwickshire, the cost to be borne by the County Council where the water is obtained from natural streams, and by the user in cases where the supply is obtained from a water company.

Shipping and Forwarding Agents.—There is a fairly regular movement in outwards traffic, which shows a slight improvement over the previous month. The demands from Japan for reconstruction material have accounted for a fair amount of new business. Plenty of cotton goods are reported going east, and the outlook is reported to be much better than it has been for some few months. Inward traffic is not quite so good as it was a month ago, and the wool trade, which is usually busy between November and March, is only showing a very modest activity. There is a tendency in the downward direction in

One of Messrs. Garlick, Burrell & Edwards, Ltd., Leyland Service Vehicles, with a Meat Load.

shipping freights. Now that the Irish strike, which had interfered with the communications in that troubled isle for some time past has been settled, both inward and outward traffic is getting into its normal stride. There is now a fairly prompt clearance at all the Irish ports.

Liverpool Warehousing Company.—The twenty-eighth ordinary general meeting of the Liverpool Warehousing Company, Ltd., was held on November 28th. Mr. W. D. Heyne, who presided, said they had not had as much scope and encouragement as they could have hoped for during the past season. Continued disorder on the Continent had probably been the main cause of the delayed revival of trade. The directors were, however, pleased to be able to ask the meeting to sanction the same dividend as in the preceding seasons. Last year he mentioned the purchase of seventeen warehouses. Since then they had bought on favourable terms two more warehouses adjoining one of their big stations. They had also acquired about 27,000 square yards of land at Walton, which they hoped would be valuable as a playground for their staff, and in course of time prove a sound investment. They had had four fires during the season, but the loss to the company had been moderate, and the premises had since been restored. As to the prospects for the ensuing season, all he could say was that the two months that had elapsed had not equalled those of last year. They must hope that the remaining ten months would shape better. The report and accounts were adopted. A final dividend at the rate of 5½ per cent. per annum on the preference shares and of 1/6 per share on the ordinary shares (making 15 per cent. for the year) both less income tax, was declared. Mr. Harry Gaunt, retiring director, was re-elected.

Influx of New Members.—In recent weeks there has been a remarkable accession of new members to the Preston branch of Commercial Motor Users' Association. The membership rôle has been increased by 150 new members.

Liverpool Shipping and Forwarding Agents' Association.—It has been decided to hold the annual dinner at the Midland Adelphi Hotel, Liverpool, on January 26th. The Lord Mayor of Liverpool has intimated his intention of being present, and a number of other important guests are being invited to attend. The Lord Mayor of Liverpool (Mr. Arnold Rushton), by the way, is a shipping and forwarding agent, and is a member of the firm of Messrs. J. H. Welsby and Co., Ltd.

An Alderman.—Mr. C. F. Rymer has been elevated to the rank of Alderman in the Wallasey Corporation. He is the managing director of Messrs. C. F. Rymer, Ltd., whose widespread activities are known throughout the country. At Wallasey a complete sales, maintenance, and repairs service is provided whilst the bodybuilding department specialises in coachwork for omnibuses and commercial lorries. Long and short date char-a-banc tours are run throughout the summer, a number of booking offices in Liverpool and Wallasey issuing tickets for these, as well as for railway and steamship journeys to all parts of the world. Messrs. C. F. Rymer, Ltd., also own two hotels for the convenience of their char-a-banc parties.

New Lancia Motor Coach.—Messrs. W. B. Horn, Ltd., of Birkenhead have just added to their fleet a new 20-seater Lancia motor coach. Fitted with pneumatic tyres, the bulbous body with its heavily sprung seats covered with a richly grained leather, looks the acme of comfort. A feature of it is the compactness into which the hood can be compressed, and instead of resting on the top of the back seat of the coach, as is very often the case, is quite clear.

A Just Complaint.—Since the project of a tunnel under the River Mersey has been discussed, considerable attention has been devoted to the vehicular cross ferry boat services, and incidentally this has led to Mr. William E. Brooks, director of Barker's Motors, Ltd., motorcoach owners of Liverpool, suggesting a revision of charges for ferriage on char-a-bancs using the Woodside Ferry. He points out that a charge of 7/6 is made for coaches with a capacity of 14 seats and over, and this charge is doubled on Sundays. The passengers have to travel by the passenger boats, and pay fares. It seems somewhat anomalous that the charge should be for a lorry and trailer, unladen 4/-, and loaded 6/6. As coaches cross empty they are more easily handled and are of less weight than a lorry and trailer. The charge for an ordinary loaded petrol wagon is 3/6, unloaded 2/6. Even a steam roller only pays 7/6. The suggestion is ventured that for motor coaches there should be a graduated scale of charges such as:—(a) 14 seater and over, (b) 20 seater and over, (c) 28 seater and over.

Christmas Shopping Transport.—The large emporiums of Liverpool are getting ready for the Christmas rush, and how this effects the respective transport departments was told to the writer by a representative of Messrs. Lewiss', who are the proprietors of the largest store in the city, having over one hundred separate departments. They operate a fleet of about a dozen 30-cwt. Garfords, shod with pneumatic tyres, in an area of roughly twenty miles round Liverpool. In normal weeks, the motors deliver on the average ten thousand parcels, but during the week preceding Christmas their deliveries amount to between 14,000 and 15,000 parcels, which generally are of greater bulk than are normally handled. This number does not represent the number of purchases—as four or five requisitions from as many departments by the one customer represents one parcel—but rather the number of purchasers. Each vehicle covers an allotted round. The employment of motors has rendered possible a system of deliveries, such as was impossible ten years or so ago. At one time Messrs. Lewiss' operated a number of horse vans, and were assisted by local parcel delivery companies. After that they had a miscellaneous collection of experimental types of vehicles culminating in the present standardised fleets of Garfords with one or two Commers for bulky loads. Owing to the great pressure of Christmas traffic, during the festive season, they are compelled to hire vehicles. A detailed examination of their system of handling parcels reveals that it has been worked out with scientific exactitude, with a sympathetic consideration for the desire of customers for prompt deliveries. Messrs. Lewiss' fleet is maintained throughout by Messrs. J. Blake and Co., Ltd. Another distinctive fleet that takes a prominent part in Christmas shopping, is that of Messrs. Cooper & Co., who operate a large number of Albions and Fords. They cover a similarly large area to Messrs. Lewiss' vehicles, and maintain their motors, execute repairs, etc.

Maxwelltown Town Council has granted licences to Messrs. Richard Percival for a bus service between the town and Dumfries.

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Nelson Corporation is applying for sanction to the experimental running of motor omnibuses within the borough.

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Blackpool Watch Committee has given a licence to Mr. Wm. Smith for a motor bus service between the town and Hardhorn.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—During the month of November there was a slight improvement in each branch of the Road Transport Industry in Manchester and there seems some prospect of an improvement in trade generally judging by the enquiries heard of in different quarters.

Death of Mr. T. R. Hicks.—We deeply regret to record the death of Mr. T. R. Hicks, on November 17th, after only a short illness. Mr. Hicks was General Manager of Messrs. Walter Carter (Harrods), Ltd., and Traffic Manager for Messrs. Kendal Milne & Co. (Harrods), Ltd., and in connection with his duties had made a very wide circle of business friends. Commencing his business life with the Goods Department of the London and North Western Railway Company he held several posts, and at the age of 28 was appointed Traffic Manager of Messrs. Kendal Milne & Co., and upon amalgamation of this firm with Messrs. Walter Carter, Ltd., in 1920, he was appointed General Manager of the latter, both firms having become the property of Messrs. Harrods, Ltd. Mr. Hicks was in his 58th year and was very active in transport circles being a Member of the Institute of Transport, the Manchester Area Committee of the Commercial Motor Users' Association and the Manchester Transport (Owners') Association and the local committee of the Furniture Warehousemen and Removers' Association, each of which will greatly miss his assistance in their deliberations. The funeral took place at the Southern Cemetery, Manchester, on 21st November, and was attended by official representatives from the local Railway Companies, the City Police Force, the Commercial Motor Users' Association, the Manchester Transport (Owners') Association, the Furniture Removers' Association, and Directors and Staff of Messrs. Kendal Milne & Co. (Harrods), Ltd., and Messrs. Walter Carter (Harrods), Ltd. The sympathy of all who came in touch with Mr. Hicks will be extended to Mrs. Hicks and the family in their bereavement.

The late Mr. T. R. Hicks.

The New Corporation Bill.—Formal notice has been given by the Manchester Corporation to the effect that in Parliamentary Session, 1924, they intend to apply for an Act for certain purposes set out, the particulars of which have been given in this column previously so far as they affect traffic upon the streets. Upon enquiry we understand that nothing further has yet been done in the matter but the Manchester Committee of Road Users have the matter in hand with the Authorities.

Sheffield Navigation Bridges. — Several firms owning vehicles in the Manchester area have received Writs to restrain use of certain bridges owned by the Sheffield & South Yorkshire Navigation Company, and firms whose vehicles are likely to be travelling in that part of the country should instruct their drivers to keep a look out for bridges on which notices appear to the effect that such bridges are not to be used by vehicles whose registered axle weight exceeds the tonnage mentioned on the notice.

Speed Limit Cases at Salford.—On several occasions reports have been made in this column respecting fines inflicted for speed limits, at Salford, efforts have been made to deal with the owner for aiding and abetting as well as the driver for breaking the law. Recently a case came before the Salford Police Court where an Oldham driver of a steam wagon was summoned for driving his wagon at 10 miles per hour instead of the legal speed of 5 miles, to which charge the defendant replied that it was impossible for him to do the work given by his employer without exceeding the speed limit, and remarking that on this occasion he had only been to bed for three hours. The Chairman of the Bench in fining the man a minimum of 40/-, said the Bench would like to have the employer before them and they sympathised with drivers of heavy vehicles who were compelled to exceed the speed limit. This case is reported in order that employers should know the disposition of the magistrates on the point and it should be emphasised that employers who compel their drivers to break the law place themselves open to a charge of aiding and abetting which, if substantiated, would make the position very difficult for other employers who pay regard to the law.

North East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Death of Mr. John Stephenson Robson.—There has passed away at Boscombe, Bournemouth, where he had been residing for health reasons, one of the best-known members of the furnishing and removals industry in the country, in the person of Mr. John Stephenson Robson, head of the well-known and old established firm of Messrs. Robson and Sons, Ltd., of Northumberland Street, Newcastle. He was over 80 years of age, and his great creative ability, coupled with efficient methods of business management and organisation were responsible for the development of the firm, from its modest inception, when founded by his father in 1835, into a business house equalled by but few of a similar character in the country. It was in 1888 that the deceased gentleman, and his brother, Mr. Robert Robson, commenced their dual control of the firm, and the magnitude of its present-day connection, combined with the high reputation it now holds, is in itself a lasting monument to the success attending their management. In no direction has the growth of the firm's business been more gratifying than on the removals side, a few details of which might be of interest. This department was inaugurated some 17 years ago, and copes with all classes of orders, and not only specialises in inland removals, but also carries on an extensive business to the Continent and indeed to destinations in all corners of the globe. They own commodious depositories, including piano rooms, strong rooms, etc., at Spittal Tongues, and St. Mary's Place, Newcastle, and also at Vauxhall Bridge Road, London. It is typical of the firm, that in addition to having been confirmed motor users for a number of years, for indeed they were amongst the first members of the trade in the North to use petrol vehicles, they are now displaying further enterprise, and are operating with great success one of the very few six-wheelers in the North country. This is a Leyland-Carrosserie with a specially constructed pantechnicon body, the interior accommodation of which is 1,200 cubic feet or more than twice that of an ordinary lift van. Other vehicles engaged solely upon removal work are two Leyland standard four-tonners and two two-ton Albions, and the total fleet of a dozen lorries employed by the firm on all business, is made up of light Fords, Vulcans, and Albions.

Quite one of the most progressive developments made by Messrs. Robson and Sons was the establishment of a regular road service between Newcastle and London. The round trip including all loading and unloading, is covered by the vehicles inside a week, the total distance covered being in the vicinity of 600 miles. The six-wheeler is giving excellent service on this work, and has also been used extensively for other particularly long journeys both into the South of England and Scotland. The firm consider that there is a great field for such a weekly service, for whereas on the inception of the regular journeys between two and three years ago, one vehicle was sufficient to cope with the business, now-a-days they have constant employment for three, and are assured of full loads in each direction. The firm have a large connection amongst the leading county families and in this direction the six-wheeler has proved of immense use in dealing with large loads at a single journey, and thereby enhancing the reputation of Messrs. Robson, for regular, prompt, and reliable service, for unquestionably motors score a triumph over other forms of transport on each of these points, as well as in other directions. The control of the removals section has throughout been in the charge of Mr. A. E. Millard, one of the directors, and it is largely due to his able administration and keen foresight, that the present status and connection has been attained. He is an ex-President of the Northern Centre of the Furniture Warehousemen and Removers' Association. The late Mr. Robson was an active churchman, and leaves a family of two sons and one daughter. The two sons, Mr. John, and Mr. Richard Robson are now members of the firm, and are worthily upholding the traditions established by their predecessors in the business.

Haulage Trade. — Whilst North-east coast hauliers have during the past few months suffered considerably as a result of the renewed industrial depression, there are now welcome signs that the worst has been overcome. Christmas trade is at the moment responsible for a certain amount of business, and with the boilermakers strike, which has cast a shadow over all shipbuilding and engineeering work, and re-acted through the distributing trades, now happily terminated, it is anticipated that local industries will see a revival in the near future, and that this will be reflected by increased business in the haulage trade.

Quayside Extensions.—Another factor which is contributing to the more optimistic outlook is in connection with the quayside, where extensions are now nearing completion. This

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development will have a particularly important bearing on the haulage situation, for the additional berths will be utilised for the discharge of goods for North-eastern markets which will then be shipped direct to Newcastle, instead of to Hull, Liverpool and Glasgow as at present, and motor transport contractors should benefit to a material extent.

Removals Trade.—Unfortunately, whilst in general carrying circles the outlook is reassuring, the same cannot be said of the removals side of the business. Houses are still as difficult as ever to secure, and the trade is in consequence very depressed, and the head of one of the largest Tyneside concerns told the writer that it is difficult to see any prospect of an early improvement. In his opinion there is an excess of removal vehicles over requirements, and it will be some considerable time before any upward trend can be expected to absorb these surplus machines.

A Veteran.—Hearty congratulations are being extended on all sides to Mr. James Heron, secretary, and a director of the firm of Messrs. Bainbridge and Co., Ltd., furnishers and removers, etc., of Newcastle, upon the celebration of his 80th birthday. Despite his advancing years he continues to display the keenest interest in the activities of the firm, with whom he has served for the extremely lengthy period of 58 years. He is a native of Elsdon, a small Northumbrian village, but has lived in Newcastle for 63 years.

High Tug Charge Complaint. — That the London and North Eastern Railway Company charges for the assistance of their tugs at Tyne Dock amount in some instances to over 400 per cent. above pre-war rates, is a complaint now being investigated by the North of England Steamship Owners' Association. The Committee of the Association consider the charges "excessively high," and contend that they constitute a heavy burden upon shipping using that dock. They are renewing their representations for a decrease. A communication from the Tyne Tug Owners' Association offers, in response to representations from the Steamship Owners' organisation, a reduction in existing charges.

Important Railless Traction Developments. — Although, by reason of existing tramway systems, and other established forms of passenger transport, the Northern counties have not in the past given much serious attention to the advantages of the trolley bus, there are now unmistakable signs that this new mode of passenger transport is likely to be utilised on a comparatively large scale in the near future. The Hartlepools Corporation, which some months ago decided to substitute trackless buses for ordinary trams over their Foggy Furze route, are now making active preparations for inaugurating their new system at a comparatively early date, whilst on Teeside, where the Teeside Railless Traction Board have for some considerable time operated a trackless system, there are prospects of interesting developments. The Middlesbrough Corporation are faced with the necessity for providing transport facilities between the town and Marton Hall, which it is expected will be secured as a public park, and will attract somewhere in the vicinity of 20,000 visitors daily during the summer months, and are at present comparing the respective costs of trolley buses, motor omnibuses, and trams, with a view to linking up the town with Linthorpe, Grove Hill, and Marton Hall.

The First Complete Substitution ?—But it is at Darlington where the most unique development of all is projected. As is well-known the Quaker Town was the birthplace of railways, and in view of recent happenings it seems not unlikely that it will add to its fame in the transport world, by providing the first example of the wholesale substitution of trams by trolley buses. As the position stands at the moment the Corporation have the alternative of either relaying almost the entire length of worn tramways in the borough within the next five years, or of securing other means of providing for the travelling requirements of the townspeople. The manager of the Electricity and Light Railways Committee, Mr. J. R .P. Lunn, in a carefully compiled report strongly advocates the change over, in view of the immense saving in capital charges which would be effected, without leading to any greater operation costs. To relay the tracks at present prices would entail an expenditure of from £80,000 to £120,000, with an additional £10,000 if a proposal to double the track to Cockerton, a rising residential suburb, is entertained. As against this, the cost of twenty trolley buses would be £48,000, and in the event of establishing the latter system there would only be an annual capital charge of £2,950 as against a minimum of £6,000 if the track was renewed, and even allowing the life of the latter at 25 years.

Furnishing Employers' Annual Meeting.—Many prominent members of the furnishing and removals trades were selected to take part in the management and control of the North-east Furnishing Trades Employers' Federation, at the annual meeting, held in Newcastle. Mr. F. Storry, of Messrs. J. R. Storry and Son, Wilson Street, Middlesbrough, was unanimously elected President, and the vice-Presidents are, Mr. M. G. McCall, a director of Messrs. Bainbridge and Co., Ltd., Newcastle, who controls both the furniture and removals departments of the firm, and Mr. A. Coutts, of Messrs. Coutts and Yates, Sunderland. The following constitute the Committee :—Mr. Norman Chapman (Messrs. H. Chapman and Co., Newcastle), Mr. M. Sutherland (Sutherland and Co., Newcastle), Mr. L. C. Robson (Messrs. Robson and Sons, Ltd., Newcastle), Mr. Neil Cameron (Messrs. Binns, Son and Co., Ltd., Sunderland), Mr. L. Samuels (Messrs. Griew and Co., Sunderland), Mr. A. Crofton (Messrs. T. Crofton and Sons, South Shields), Mr. R. J. Robson (Messrs. D. Hill, Carter, and Co., Ltd., West Hartlepool), Mr. A. Haward (Messrs. Haward and Sons, Darlington), Mr. H. R. Punch (Messrs. Punch Bros., Ltd., Middlesbrough). The annual dinner was fixed for January, and a resolution was adopted empowering the Executive to investigate and take what steps were possible to stop the practice of alleged direct trading by wholesalers, and of the selling of new furniture, in many cases of inferior quality, in the guise of "surplus stocks" by auctioneers.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—There are very distinct signs of improvement in Trade in the Midlands; manufacturers of all classes of articles report more enquiries and more orders are being received than for some time past. The Motor Trade, so far as the private car section is concerned, continues to be busy, a good deal busier than is usual at this time of the year. The Commercial Motor Show has led to an increase in orders on the books of local commercial vehicle manufacturers, and signs are not wanting that this section of the motor industry will shortly benefit from the wave of prosperity which has at last reached private car manufacturers, and although profits in the motor industry are still small the increased orders and increased output must lead to an improvement before long.

The Annual Cattle Show at Bingley Hall, Birmingham, has led to increased traffic from the country districts as regards passengers, and quite a number of prize beasts have been brought to the Show by road on motor vehicles instead of by rail, and it would appear that there is scope for the production of motor vehicles with low frames and special bodies for the transportation of prize and rearing stock.

Birmingham-Wolverhampton Road. — The proposed new road between Birmingham and Wolverhampton has had a good many more ups and downs than the road itself will have, or at least one can only hope that this is the case. Numerous difficulties have sprung up since the inception of the scheme, and as fast as these have been overcome others have taken their place. Naturally, when a number of local authorities are concerned and the consent and assistance of each has to be obtained there must be delays, but it does appear that some of these have been quite unnecessary, however things appear to be straightening themselves out and negotiations are now proceeding to obtain the necessary land, and compulsory orders have been made under the Unemployment Relief Works Act by the Counties of Stafford and Worcester and the Borough of Dudley. It was originally intended that the new road should be 150 feet wide, but it has now been decided to construct it 100 feet wide, and at present a carriageway 40 feet wide and footpaths 10 feet wide on either side are to be proceeded with.

Is a Wife a Passenger ?—An unusual case was heard at Alcester Police Court recently. An Acocks Green (Birmingham) man was fined £5 for keeping and using a motor car without a proper licence. The defendant had a car which had been licensed at the commercial goods rate, and also as a hackney carriage. The commercial goods rate was £16 per annum, but had it been licensed as a private vehicle on the horse power basis the tax would have been £23 per annum. When stopped by the police and asked who the passengers in the car were, defendant replied that they were his wife and three sons whom he was taking to Tewkesbury for a holiday. In defence defendant said that when he obtained the licences he asked if he might take his wife out and was told he could do so if she paid. His wife had paid and he brought his books to prove that he charged his wife the same as anyone else. He said: "surely if my wife paid it was as good as anyone else paying." This defence was apparently of no avail and the defendant was fined £5 as mentioned above.

The Proposed Severn Bridge. — At a meeting of the Gloucestershire County Council recently the chairman reported upon the conference with the Ministry of Transport regarding the proposed bridge over the Severn between Beachley, near Chepstow, and Aust. He reported that Sir Henry Maybury made a statement on the subject, but the matter was in a very nebulous position. No plans were produced and no definite statement was made in regard to the actual cost of the bridge, but it was stated that it was expected to cost somewhere in the neighbourhood of two and a half millions. It is suggested that the total maintenance of the bridge other than that of a road portion, would fall upon the Great Western Railway Company, but it is not definite that the Railway

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Company will agree to this. A resolution was passed at the conference to the effect that should a bridge be erected it was desirable that a road bridge should be erected in connection with it. It appears that there is likely to be a good deal of opposition to the building of the bridge, not only from the pilots responsible for bringing boats up and down the river between Bristol and Sharpness, but also from the Canal Company and the City of Gloucester, on account of the possibility of the erection of bridge piers in the river altering its flow and causing deposits which would render it unnavigable. It appears likely that road users will have to make representations to the Ministry of Transport and to give their strong support to the Great Western Railway Company if the latter do decide to apply for powers to build a bridge to carry both road and rail traffic. It is unnecessary to point out the inestimable boon such a bridge would be, as at present there is no bridge over the Severn between Gloucester and Bristol, a distance of 35 miles, and even then there is no bridge, but vehicles can be taken through the Severn tunnel on railway trucks.

Roads Improvement Association.—The Midland Branch of this Association continues to do good work in the interests of all road users, and amongst some of the improvements pressed for at its last monthly meeting were the following:—repaving of Suffolk Street from Holloway Head to East Row, removal or setting back of public convenience at the end of Edward Street, Parade; alteration of Corporation bus stops in New Street to facilitate traffic; alteration of position of refuges at foot of Hill Street, etc., etc. The Association is closely in touch with all local authorities and many suggested improvements have been carried out, or will shortly be made as a result of the continued applications made to the authorities concerned.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

State of Trade.—Those engaged in the seasonal trade are experiencing a welcome increase of business, but otherwise carriers continue to find things very slack.

Messrs. Pickfords, Ltd.—Under the able management of Mr. Ambler the Hull branch of Messrs. Pickfords, Ltd., is making rapid progress. Their latest development is the acquisition of the business of removal contractor which had been carried on by Mr. F. Coverdale, at 106 Holderness Road, for many years. Messrs. Pickfords, Ltd., have been in Hull only a short time but the position they already occupy is a very strong one. Of course their great reputation had preceded them, and the Hull business is being conducted strictly in accordance with their best traditions.

Furniture Removers.—The furniture removal business is fairly brisk. This is due in a great measure to the way in which the Rents Act of 1923 is being interpreted by Judge Head who presides over the local County Court. His view is that Parliament intended owners of houses purchased before June 30th, 1922, to obtain possession of them, and the sitting tenant has to show a very strong case indeed before the owners application for possession is refused. Not only are removals many, but a great demand is now being made for storage accommodation.

Organisation.—It is to be regretted that the furniture removers show little inclination to work in unison one with the other and thus reap the advantages which accrue to any body of traders who are combined for mutual assistance. There has not been a meeting of the association for some time and altogether there is far too much disposition for each man to "gang his ain gait."

Discovering Hull.—The Directors of the London and North Eastern Railway Company, who are the owners of all the railways and docks in the port, recently paid an official visit, and inspected their huge estate. In an interview afterwards, Mr. William Whitelaw, the chairman of the Company, admitted that he had been impressed by the magnitude of the port. It had been particularly pleasing to see the amount of traffic, especially in timber and fruit. As the Company's investments in Hull are larger than those in any other port on their system, Hull people hope the Chairman and his colleagues will find further opportunities for considering its requirements on the spot. A second deputation has also been going over the ground. This consisted of members of the Committee of the Chamber of Shipping, who came on the invitation of the local interests who desired to counteract allegations made by Scandinavian shipowners that the port, in common with other British ports, is outgrowing adequate service to shipping.

Hull Carting and Forwarding Agents.—The annual report of the Hull Chamber of Commerce and Shipping, on which body the carriers and carting agents are very ably represented by Mr. Padgett, records that at the inaugural meeting of the Hull and District Railway and Traders' Joint Committee. The following questions were raised by the Hull Carting and Forwarding Agents' Association: (*a*) Whether the receivers or consignees of imported goods have the right or not to elect whether such traffic for inland destination should be loaded up at the docks or carted round to the despatching stations, (*b*) if the receivers or consignees have this right of carting the traffic to the despatching stations, whether they are entitled to the usual collection carting rebate as applied to goods carted into such despatching stations from senders' premises. The railway company has met all outstanding claims for cartage rebates which were in dispute, but the right referred to in (*a*) is still under discussion.

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Heavy Mechanical Transport Economy.—A very interesting discussion took place at a meeting of the Nottingham Efficiency Club with regard to mechanical transport run by general traders. Mr. T. B. Pyett drew attention to the possibilities of economy on the distributing side of transport work, and said that some people jumped to the conclusion that to have their own motor lorry or steam wagon was in itself a guarantee that they were saving money. Never was there a greater delusion. It was essential that people owning their own vehicles should carefully watch their delivery expenses, and an expert must determine what was road traffic and what was rail traffic. In the case of the latter the days of despatch should be organised to coincide with the arrangements of the railway company. The expense of sending goods by road required still greater watchfulness, and the whole scheme must be highly organised if it was to be a paying proposition. The writer of these notes heard recently that enquiries had been made by certain traders in this district who have their own mechanical transport and would again prefer a reputed contractor to take charge of deliveries. No doubt a lot of this class of work will eventually return to those in the trade who are interested.

Notts roads the best for motor traffic but unfortunate for horses.—A well attended meeting of those interested in horse transport and the condition of roads took place recently at Southwell, Notts. Nearly 100 farmers, merchants, and tradesmen were present. Mr. S. Booth presided, and explained that the present condition of roads made it impossible for them to send out horses and carts loaded up, as they were continually subjected to serious accidents, the horses having no foothold on present road surfaces. It was admitted that the Notts roads were the best in the country for motors, but the worst for horses, and something was required immediately in order that road transport might be continued. Only the previous day a serious accident had occurred on a hill at Southwell, and horses carrying milk to the stations from the villages had to struggle along with canvas round their hoofs. All sorts of devices had to be used to keep them on the road at all, and many times they never reached the stations. The discussion was continued on these lines at considerable length, and ultimately a resolution was unanimously approved and ordered to be forwarded to the Notts County Council and the Rural Council protesting against the slippery condition of the roads and the impossibility of ordinary heavy traffic with horses to proceed. Eighty-four signatures were appended to a petition which is also being signed in the town. It is understood that the Farmers' Union is taking up the matter, and further meetings of protest are being organised.

Chamber of Commerce Motor Haulage Trade Section.—The Trent Navigation Co., command a certain amount of traffic from the ports for distribution to places within 30 miles of Nottingham, and in conjunction with the Transport Department of the Chamber of Commerce a new daily service will shortly be inaugurated to cover this through and local traffic. It is to be hoped that the scheme will prove successful and be the means of keeping the haulage contractors constantly employed.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Decrease in Bus Fares.—Municipal bus, passenger carrying services in South Wales show generally a tendency to a reduction in the fares scale. The Caerphilly and Bedwas and Wachen Urban District Councils, in November, made reductions, whilst the Cardiff Corporation, whilst not yet making reductions has adopted shorter stages with 1d. minimum fares and will definitely consider a reduced charge on the lengthy Ely-Cardiff stage. Private enterprise is in no way behind the municipalities in this matter. The South Wales Transport Co., Swansea, have already adopted a new fares scale, and, in addition, recently notified the Clydach Council that its directorate has under consideration the issue of special concession market day tickets, workmen's special fares scale and season tickets. Several other companies and proprietors have moved along the same line. The winter services have generally been commenced and with the curtailed services the bus trade is reported to be well up to the normal for the time of the year.

New Newport Services.—The Newport Town Council has adopted the recommendation of its Tramways Committee that the

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tramcar service be supplemented by a motor omnibus service of six thirty-seater vehicles. As soon as the necessary sanction to the loan is obtained, and it has been applied for, some £7,000 will be expended on the purchase of vehicles and the institution of the service.

Swansea Stipendiary and Breach of Faith.—In disposing of several summonses against Mr. G. W. Person, bus proprietor, Gorseinon, for running his buses contrary to the refusal of permit by the Swansea Watch Committee, the Swansea Stipendiary magistrate, Sir E. Morley Samson, observed that it was happily rare that, as in this case, proprietors after giving an undertaking to the court on the occasion of adjournment of summonses pending appeal to the Transport Ministry decision not to run buses further until the issue was settled broke their promise. To continue the services whilst the case was sub-judice, after giving such an undertaking, was a serious offence. Defendant was fined £22 in all, £2 on each summons.

Stand Charges at Merthyr. — The Merthyr Watch Committee has decided to investigate the possibilities of making a charge for the use of the public omnibus stands. A report on the matter is awaited from the Chief Constable as to what is done in other towns.

Suggested Municipal Bus Service. — The Merthyr Town Council is to consider the institution of a municipal bus service. Members have appealed for consideration of this matter on the ground that a bus service would give some return for the heavy roads improvement outlay of the Council.

Appreciation of Services.—It is only on rare occasions that public testimony is made to the excellence of bus services. It is gratifying to note, therefore, that the Clydach (Swansea Valley) Council recently wrote thanking the South Wales Transport Co., for the excellence of its services in the Clydach district. Mr. David James, J.P., managing director of the company, has replied stating the company's appreciation of the council's thanks.

Road Haulage Trade.—It is reported that the outlook is hopeful for an improvement in the road haulage business in South Wales in the new year. Business has slightly bettered in the past month, and although disorganisation has been caused by the election advent, the tendency of trade is regarded as satisfactory. The reconsideration of the wage basis of motor and horse drivers in the Cardiff district, which was due late in November, has been deferred until January by agreement between the men's representatives and the Cardiff and District Motor and Road Haulage Association.

Government of Road Services.—At a meeting of the Penybout Council a letter of complaint of the over-reaching of services was received from the South Wales Commercial Motors, Ltd., Cardiff. The chairman, Col. J. I. D. Nicholl, said that several cases had recently come before the local magistrates in which bus drivers were summoned for irregularities, and he thought it time the council applied to the Ministry of Transport for authority to draft rules governing the running of buses. This step was decided upon.

New Services Authorised. — The Bridgend Urban District Council has sanctioned a new service by South Wales Commercial Motors, Ltd., Cardiff, from Bridgend to Port Talbot via Cefn. The Great Western Railway Company has been authorised to run bus services from Talybout and Machynlleth to Aberstwyth. Messrs. Lewis & James, Tredegar, have been granted permits to ply from Tredegar to the Gellygaer Council boundary at Pengam and to Ystrad Mynach. The Abercorn Council has granted an application by Messrs. W. M. Evans, Blackwood, to run services to Crumlin, particularly on Sundays. Services not yet licensed but in which favourable consideration of applications is likely by the councils concerned are:—Caerphilly area service for Messrs. Gwynn & Walters, Ystrad Mynach; and Pontypool-Blackwood service by the Blackwood (Mon.) Motor Co.

Circumscriptions of Swansea Roads.—At a meeting of the Swansea Watch Committee applications were received from Messrs. Harris and Messrs. John, both of Gravesend, near Swansea, for permission to run buses between Swansea and Gravesend by other routes than those decided against by the Committee in their previous applications. Alderman Molyneux said that if the roads were suitable he would be in favour of granting licences to all proprietors who applied. However, at Swansea, the roads were unsuited to unlimited traffic, and he would thus have to vote against granting these applications. The applications were declined.

Scottish Notes.

FROM OUR OWN CORRESPONDENT.

Road Grants.—A protest which was made at a recent meeting of the Roxburgh County Council against the system of allocating road grants is typical of the attitude of many Scottish road authorities. The Duke of Roxburgh, the convener, said the County Road Board held very decided views on this grant, the discovery of the existence of which they owed to the energy of Sir Thomas Henderson, member for the county. During investigations Sir Thomas ascertained that the department in Edinburgh which distributed the grant laid it down that a road rate of 3s. per £1 was necessary for participation in the grant. Such an idea, said His Grace, was contrary to the spirit in which the money was voted, and entirely vitiated and nullified the intention of Parliament. The county of Roxburgh had not participated in the grant, Sir Thomas Henderson being informed by an official in the Ministry of Transport that the financial position of the county did not warrant any assistance. His Grace said he did not know from what source the official derived his information, but undoubtedly Roxburgh was a rural county and entitled to share in the grant, and they therefore protested against the Department's attitude. Rather curiously, too, the neighbouring county of Selkirk, with a road rate of about 2s. 5d. had shared in the grant, the 3s. stipulation being apparently overlooked in their case.

Traffic Passing Tramway Cars.—In a recent case in the Court of Session, in which a jury had awarded £200 damages in respect of death of plaintiff's son who was killed through being run over by a motor lorry, a motion was made for a new trial. At the date of the accident the boy was crossing Duke Street, Glasgow, had passed in front of a tramway car going westwards, and was on the north line of rails when he was knocked down and killed by a motor lorry belonging to the defenders, proceeding in the same direction as the tramway car but passing it on the north or wrong side. The defence was a denial of fault on the part of the lorry driver and an averment of contributory negligence on the part of the boy. The Lord Justice refused to grant the motion. The Lord Justice Clerk said that the sole ground of challenge upon which the defenders relied was that the accident was due to the fault of the pursuer's son through contributory negligence. His Lordship had always understood that contributory negligence was primarily one for a jury, and he saw no reason for thinking that the jury were not the best judges of the contributory negligence alleged in this case. It was said that the boy had a duty to anticipate the arrival of traffic on the north side of the street. The lorry was attempting to pass a tramway car on what His Lordship called for shorthand purposes the wrong side of the street, and for himself he doubted very much whether the lorry was entitled to do so under the circumstances. The other side of the street was said to have been blocked by two lorries. Speaking for himself, His Lordship should have thought that if the street was crowded with children playing or crossing it, the duty of the lorry driver might have been either to have crawled behind the tramway car until clear of the lorries or, if not, to have stopped altogether. However, that might be, His Lordship was perfectly clear that the jury was well entitled to deal with and settle the question and no reason had been suggested for interfering with their verdict. Lord Anderson, who was of the same opinion, said the defenders suggested that the boy, who had safely got past the obvious danger—the tramway car going westwards—ought to have foreseen that a big motor van was coming on the wrong side of the road and making to pass the moving tramway car. His Lordship was satisfied that there was no duty upon a pedestrian to take such a precaution. He was entitled to assume that if he got past the moving tramway car on the north side of the street, that side of the street was safe from traffic coming from the west.

The Strike Weapon.—In the course of a lecture to the Glasgow University Engineering Society, Mr. J. T. Brownlie, the well-known secretary of the Amalgamated Engineers' Union, among other things traced the evolution of the trade union movement throughout the country, and showed the difficulties which the early trade unionists had to overcome in their fight for the right to exercise combined action. It was, he went on to say, a fallacy to think that trade unions were brought into being for the purpose of fomenting strikes. The strike weapon which trade unions relied on for the enforcement of their demands was a weapon which should be used with the greatest discretion. He was opposed to strikes. He had never hesitated to tell his members when occasion arose that so far as he was concerned there would never be any strikes in the engineering industry. But he was prepared to sacrifice ten years of his life to maintain the right to use the strike weapon. Without that right they were going to be driven back into serfdom. But the strike, like war, was a method that should be resorted to as a last endeavour to redress wrong. The strike weapon was essential to trade unionism, just as war was the instrument of diplomacy. The strike was the weapon of negotiation. As to the future, he had come to the conclusion that trade unionism must be considered from a different standpoint than hitherto; not as fighting bodies organised for defence or aggression, but as associations of craftsmen united for constructive work. He was satisfied that neither Protection nor Free Trade would solve the unemployment question. What he desired to see was a national industrial council which would apply its mind dispassionately to the investigation of facts and make a report to the Government. The Government would consider the report, and with such a body would make reports to the public from time to time. By such means they would bring about an intelligent democracy with reference to industrial matters.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letters will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

A DISCLAIMER.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—We have been rather worried during the past few days owing to the fact that several of our business friends have observed a notice appearing under practically the same name as ours in the Gazette.

We wish it to be very clearly understood that we have no connection whatsoever with any other firm of the same name, nor have we any connection with this one in particular.

In order to put certain people's minds at rest we shall be very much obliged if you will publish this letter in your valuable columns.

Thanking you,
Yours faithfully,
CHARLES RICKARDS, LTD.,
H. T. RICKARDS,
Director & Secretary.

Road Transport Contractors,
Head Office,
10 Spring Street,
Paddington, W.2.
16th November, 1923.

DEATH OF MR. T. R. HICKS.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—You will, no doubt, have heard and like everybody else, with profound regret, of the death of Mr. T. R. Hicks, who was manager for Walter Carter, Ltd., Manchester, from 1920 until he passed away on November 17th.

In him we have lost a very good and loyal servant and one who carried and demanded respect wherever he went.

He was very well known in the railway world and thought much of, many of the senior officials of the London, Midland and Scottish Railway Company and its connections paying their respect to him at the graveside.

Ordinarily his position would have been very difficult to fill, but luckily we have, in the person of Mr. Ernest M. Carter, who has been associated with this firm all his life, a successor who can be relied upon to carry on the high traditions associated with the firm.

With kind regards,
Yours faithfully,
H. C. DAY.

Walter Carter,
Harrod's, Ltd.,
Manchester.
December 4th, 1923.

[In our Manchester Notes we record with deep regret the death of Mr. T. R. Hicks, who was well known to us and highly esteemed.—*Editor.*]

Publications Received.

THE A. A. INDUSTRIAL VEHICLE SECTION HANDBOOK.—The Automobile Association, Fanum House, Whitcomb Street, have sent us a copy of their Industrial Vehicle Section Handbook which is brim full of useful information for road users. The first forty pages describe the advantages of membership of the Association and the privileges obtained therefrom, which include road-side telephone service, use of the A.A. fuel filling stations and information with regard to the state of the roads. Then follows a chapter dealing with motor law, advice as to what to do in case of accident, and information concerning lighting-up times, insurance, etc. There is a very complete list of routes with an index for quick reference. Sixty-nine routes in all have been dealt with. Practically one half of the book is given up to a list of agents, repairers, lodgings, etc., in the principal towns throughout the kingdom. The book contains 323 pages, measures 8½ in. by 5 in., and is bound in imitation leather.

THE COMBINED BUS TRAM AND RAILWAY MAP AND GUIDE TO LONDON.—(I. Joshpe, 186 Dalston Lane, London, E.8. Price 6d. nett.). This is a folding map so arranged as to enable anyone to find any street in which a bus or tram is running very simply. Accompanying the map are indexes to streets, stations, to L.G.O. bus routes and to L.C.C. tramway routes. The map is divided into squares which are numbered, and when it is required to find a street the number of the square in which the street is, is given in the index, stations are found in the same way. Bus routes are indexed giving the number of squares through which the route passes, and the same way with tramway routes. On the map the numbers of the services are marked along each route.

"THE BOILER HOUSE." A new monthly journal devoted to the economics of steam generation. We have received from The Electrical Press, Limited, 13-16 Fisher Street, London, W.C.1, an advance copy of "The Boiler House" which, in the first instance is being published as a section to THE ENGINEERING REVIEW (established 1899).

To those who are in touch with the industrial problems of to-day there is no need for entering into any detailed explanation for this new publication. The greater part of our industrial life is dependent upon the consuming of coal to generate steam. The actual utilisation of the steam is well looked after in the design of our modern and highly developed prime movers; but the boiler house is the place where the money is consumed, in the form of coal or some other fuel. Such fuels may be solid, liquid, or gaseous, or a combination of any of these; but it is a well-known fact that the economical use of such fuels calls for closer attention than the subject has so far received.

The aim of the "Boiler House" is to help in this work, and the first issue contains an instructive article by Mr. David Brownlie on "The importance of the Boiler House," together with articles on pulverised fuel, superheated steam, boiler tube cleaning, flue gas control, and short notes.

SHIPPING FINANCE AND ACCOUNTS. By Robert B. Paul (Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London. Price 2/6 net). This treatise, divided into two parts, should prove of real value to those connected with the financial side of the shipping industry. Part 1 covers such questions as the issue of shares and debentures, reserve funds, managements and the balance sheet, whilst Part II deals with shipping accounts. Specimen Forms such as Cash Book Journal, Profit and Loss Account, First Balance Sheet, etc., form an important part of the publication. Mr. Paul is a well-known writer on the subject of shipping.

The New "U.S." Cushion Tyre.

THE principal feature of the "U.S." Cushion is that it has a hollow central cavity which, together with the sectional contour and tread design, gives the tyre its cushioning properties. It is so constructed that when deflected under load the rubber bulges inwardly at the walls of the cavity and thus relieves deformation at the sides above the base band channels. The total deflection is consequently greater with this type of cushion tyre than is possible with a solid type tyre under a corresponding load.

Because the deformation of the "U.S." Cushion Tyre when under load is similar to the deformation of the pneumatic, the tread design is made similar to the latter. For example, the radial shoulder slots permit easy deformation of the tread blocks and also serve to assist heat radiation.

The tread is made from a super-resilient compound, for which are claimed remarkable wearing qualities. A continuous central speed strip is another distinctive feature—one making for smooth running and easy steering, whilst retaining all the non-skid properties similar to that obtained from a Royal Cord tyre.

This tyre is especially recommended on the front wheels of heavy lorries so as to give greater cushioning to the engine. They are also suitable for medium capacity lorries where there is no exceptional speed to necessitate pneumatics.

On the side wall of this tyre is shown the maximum load carrying capacity. Dual equipment is rated to carry double the load of the same nominal size single cushion tyre.

It is also claimed that this particular type of cushion tyre will not stretch nor crush in the press during its application to the wheel. It is as accurate a fit as the one piece base for solid tyres. It can be pressed on and off a wheel many times without deformation. The walls of the tyre have a straight line contour, thus giving maximum width which, in turn, allows maximum height and this means superior cushioning effect.

The cushion tyre is now available in the following sizes:—32 x 4, 34 x 4, 34 x 5, 34 x 6, 36 x 6, and 36 x 7, and a full range of metric sizes will shortly be added to present stocks.

Prices and full information may be had by communicating with Dominion Rubber Co., Ltd., 47-48 Farringdon Street, London, E.C.4.

Forthcoming Events.

December 8th to 19th.—Brussels Commercial Motor and Agrimotor Show.

December 18th.—Institute of Transport. (Graduates and Students). Paper by Mr. H. T. Chapman (member), entitled "Arterial Roads and their Effect upon Transport."

January 7th, 1924.—Institute of Transport. Paper by Mr. E. Manning Lewis (member), on "Inland Waterways."

January 8th.—Institute of Transport. (Metropolitan Graduates and Students). Paper by Mr. W. C. Collins, entitled "The Organisation of a Terminal Station."

January 15th.—Institute of Transport. (Graduates and Students). Paper by Mr. A. F. Bound (member), on "Railway Signalling and its Development."

January 16th.—Institute of Transport. (North Western Local Section, Manchester). Paper by Mr. H. Mattinson, entitled "Passenger Transportation of Industrial Areas."

January 25th to February 2nd.—Scottish Motor Show, Kelvin Hall, Glasgow.

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Law Cases.

HAULAGE CONTRACTORS' ADVERTISEMENTS.

A haulage contractors' advertising campaign formed the basis of an action in the Bow County Court, before Judge Snagge. The plaintiff was Louie Abrahams, of 190 Romford Road, Forest Gate, E., advertisements contractor, and he sued Messrs. A. E. Gains & Sons, of 1 Vauxhall Bridge Road, Victoria, haulage contractors, to recover £49 8s. for advertising spaces in the L.G.O. Coys. buses. Mr. C. T. Williams, appeared as counsel for the plaintiff, and Mr. Dawson, for the defence. There were two contracts, on the 31st December 1919, and the 8th February, 1920, for 40 roof spaces in the buses for one year, certain routes being specified on the contracts. Mr. Williams said that a little later, by mutual consent, on the telephone, the numbers of the routes were altered. After the advertisements were fixed the defendants took exception to the fact that competitors advertisements were also there, so they wrote complaining saying that they had been assured that no competitors advertisements would be there. The plaintiffs replied that they had been fixed according to contract, and they could not help what other advertisements were there as they had not taken all the spaces. Defendants replied that it was not in accordance with the contract, and that while they were not grumbling at the advertisements, they did object to competitors of theirs being allowed to advertise in the same buses. The plaintiff then got to work, and had the advertisements transferred to other buses, and informed defendants of this, the work being finished in the September. It appeared that the defendants did not get that advice. In June, 1921, when an account was sent in, the defendants repudiated liability, as they said the work had not been carried out according to contract. The point that seemed to be raised in the dispute therefore was that the work had not been carried out properly as competitors advertisements were there also, but the answer to that was that there were no conditions or stipulations in the contract at all. In the contract it was also laid down that a lettter from the company to say that the work had been carried out, was to be considered as a binding agreement that the contract had been carried out, and they had such a letter. Mr. Dawson said it was a question of fact, and their contention would be that the work was not carried out at all.

The plaintiff, Mr. Abrahams, then went into the box, and said that he took one contract, and his son the other. In March, 1920, they sent a list of the 40 buses in which the advertisements were displayed. They were not on the same buses as the contract, the reason being that Mr. Gains telephoned on a number of occasions, and it was agreed that for the sake of speed the advertisements should be put on other buses. In consequence of an application in April he sent a further list of the buses, and he admitted that the numbers of the buses were totally different, but he could not explain why. All the same he got no complaint as to the alteration, but in the July they referred to some of the numbers so that they apparently accepted them. That was the letter in which the defendants objected to the competitors advertisements, but witness denied that there was any arrangement that such should be the case. He took the second order and made no such stipulation; had it have been made, it would have been on the contract. His son took the first order, and he could not say what he said, but certainly he could not imagine that he would dream of allowing such a stipulation. They were anxious to please, however, so they at once set to work to have them put in buses where they would not clash with the defendants competitors. He could not guarantee anybody that their trade would be the only advertisement in the bus as the bus company themselves rented spaces, and they might let to a competitor of the defendants. At the present time he had a contract with the L.G.O.C. for a certain number of spaces in the buses, and these he could have fixed in any part of London. His contract was for total spaces, and he had to pay for them whether he used them or not. All the roof panels were the same size and he took a certain percentage of them. Everything that occurred after the order must have been done on the telephone as he had not seen Mr. Gains from the day of the order until that day. The witness produced a letter from the L.G.O.C. to say that the contract had been carried out, which was in compliance with the contract that a letter from the Company would be proof that the contract had been carried out.

Mr. Dawson said he formally objected to the letter, because he said it was dated June, 1923, long after contemplated action, and anyway the clause in the contract surely contemplated the production of the letter to the defendant, and not to the Court. Mr. Williams said that the contract had been interpreted—or the clause in it—but it was not necessary to obtain the letter from the Company unless there was a dispute as to it. Judge Snagge: If it could be proved that it had been shown to the defendant, it might be found part of the contract. Mr. Williams: Your learned predecessor held that it was sufficient to produce the letter to the Court, and that was the practice that had been followed. Mr. Dawson said it was extraordinary that such a document could be put before the Court, at the last minute, and after the discovery of documents. He must submit that the proper construction of the clause was that it should be produced to the advertiser. Mr. Williams submitted that it would be reasonable to construe the clause that in the event of proceedings the letter could be produced in Court. Judge Snagge: Then if that is so, you mean to suggest that they can mutually agree to disregard the laid down rules of evidence as to the production of documents. Mr. Williams: No, it is more in the nature of an estoppel; that they cannot say that it is not in compliance with the contract. Judge Snagge: But the inference is that by just producing the document proves the contract. I must find that by the mere production it is not proof of the carrying out of the contract. The defendant should have had it proved to him at a reasonable time, and in a reasonable way. I must formally say that this letter is not admissible as evidence. Mr. Williams thereupon said that he should have to ask for an adjournment under the circumstances, as he was not prepared with the correct evidence, and it would have to be on the usual terms, the plaintiff to pay all the defendants' costs. Judge Snagge decided to go on with the evidence.

Mr. A. Abrahams, son of the plaintiff, then gave evidence, and said that he was 17 years of age when he took the order in question in 1919. He called to solicit the order, but never stipulated the buses or the routes that they would be put on. It was true the witness put on the contract the numbers of the buses but that was because defendant wanted them to run past his office at Victoria, and witness happened to know these buses. Witness was quite positive that defendant never spoke about any advertisements of competitors, and neither did he promise that there should be none. When the defendant complained, his father asked him if he made any such promise, and he told him "no." The only reason for his father not referring to that in his next letter was that they always wished to please their clients and not refer to unpleasant matters. This closed the case for the plaintiff, and Judge Snagge said he did not think any case had been made out. He was not admitting the letter from the bus company as evidence, but even if he were to, then he did not think a case had been made out, as there was no allowance for alteration or variation, and nothing had been proved. He directed that there should be a non-suit, and that defendants should have their costs.

MUST DEEDS OF ARRANGEMENT BE REGISTERED? IMPORTANT CASE.

IN the Mayor's and City of London Court, before Judge Shewell Cooper, an exceptional action of much importance in reference to deeds of arrangements was heard in which Mr. Henri Rimalt, 151 Denmark Hill, London, sued Mr. John Cartwright, 11 Well Street, Jewin Street, London, on a bill of exchange for £96 trade goods supplied. Mr. Fior appeared for the plaintiff and Mr. Critchley for the defendant. Mr. Critchley said he admitted that defendant was the acceptor of the bill and that it had not been paid. It was dated August 31st, 1922, and matured on September 3rd. Defendant had been in business for 40 years and hitherto had always met his obligations. In August of last year he had to call his creditors together and he put his financial position before them. The creditors, including Birnbaum from whom plaintiff had the bill sued on, agreed to accept a cash composition of 3/4 in the £ in respect of their debts. Birnbaum and some of the creditors signed the resolution. He did not agree to the resolution very willingly. One of the creditors, Weinstein, who was not present, objected to the composition and in order to protect the other creditors and the debtor the compositions were assigned and when the composition was paid the assignment of the debt was duly executed. That was a fairly common occurrence. The accountants to the debtor sent Birnbaum £16, the amount of his composition which was cancelled, and the £16 had been paid into Court. He urged that an agreement such as the one before the Court with a number of creditors at common law was a good agreement. The consideration of each other agreeing to forego part of his debt bound not only the creditors as between themselves but the debtor was also bound. The defendant's difficulty was whether registration was required. The representative of one of the creditors proved the composition agreed to and paid. Mr. Fior urged that there was no statutory provision that the agreement must be in writing and must necessarily be registered. The resolution was merely a record and not an instrument which the Act required to be registered. Judge Shewell Cooper said he would allow an amendment by which the Court treated the payment into Court as under a valid plea of tender and add a counter-claim for the delivery up of the bill. Mr. Fior urged that there was no tender because there was no actual cash composition paid. The deed of composition must be held to be for the benefit of all the creditors and was therefore a deed of arrangement. But it was void

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for want of registration. Plaintiff was entitled to the full amount of his debt. Mr. Critchley said that the point raised had never before been adjudicated upon. Judge Shewell Cooper held that the resolution ought to have been registered and that as it was not plaintiff was entitled to the full amount of his debt. Judgment for the plaintiff accordingly with costs.

EXCESS DAMAGE MOTOR INSURANCE.

In the Mayor's and City of London Court, before Judge Shewell Cooper, the Bell Assurance Association, members of Lloyds, 31 Lombard Street, sued Mr. David Hart, chartered accountant, 5 Argyle Street, Oxford Street, for £5 excess agreed to be borne by him under a policy of insurance. Mr. F. J. Berryman, plaintiff's solicitor, said if a motor car was insured and the owner excluded the first £5 or £10 worth of damage the premium of insurance was 20 per cent. less. Many accidents happened of a trivial character. Defendant had an accident and plaintiffs had paid £8 for the repairs to the Ermine Motor Company to whom defendant sent the car. Therefore plaintiffs wanted £5 which was the excess premium in the circumstances. Defendant said the plaintiffs had never paid anything for the repairs. Two head lamps were smashed. He never authorised plaintiffs to do the repairs. Plaintiffs should have consulted him before they did the repairs. Had he known plaintiffs were going to pay £8 for the lamps and that he would therefore become liable for the first £5 he would have put on a pair of old lamps. They might have ordered £50 lamps which he would have had to pay. Mr. Berryman: No, You would have had to pay the first £5. Defendant: This is a question of principle. When plaintiffs sent me £3 I thought it was a bonus. Mr. Berryman said that was the proportion of the underwriters liability. The balance of the £5 they now wanted from the defendant. Judge Shewell Cooper found for the plaintiffs with costs.

FREIGHT CHARGES SUED FOR.

In the Mayor's and City of London Court, before Mr. Registrar Dell, a claim was made by Lep Transport & Depository, Ltd., 37 Upper Thames Street, E.C., foreign and colonial carriers, against Mr. Arthur Argent, merchant, 31 Gloucester Gardens, for £3/0/2 balance of freight charges, and expenses in connection with bringing a parcel of pictures over from South Africa. Mr. Harry Strouts, solicitor for the plaintiffs, said the defendant was willing to pay plaintiffs for carting goods from the docks, but he refused to pay the steamship charges for bringing the parcel over from South Africa. Frank Evans Webster, accountant in the employment of the plaintiffs, said in June last a parcel was received for delivery to the defendant. They wrote defendant advising him of the receipt of the documents in respect of one case of pictures ex. s. s. Saxon from Mr. Lezard of Johannesburg. All charges were sent forward for collection from the defendant. In consequence of the defendant's call upon the plaintiffs the pictures were despatched to the defendant at Hyde Park. An invoice was sent with the parcel amounting to £3/16/8. The plaintiff's carman had brought back a receipt for the parcel signed by A. Mears, but not the money. There was a note written in pencil at the bottom of the invoice "cheque will be sent to-day." Instead of plaintiffs receiving the cheque from the defendant they received a letter stating that the parcel of pictures had been received and requesting particulars as to how the charges were made up. He stated, when purchasing the pictures from Mr. Lezard, it was understood they should be sent insured, and to travel by the boat Saxon, which he (defendant) travelled by. Particulars were then sent to the defendant of how the charges arose. On July 10th defendant sent a cheque for 16/6 the amount of plaintiffs' charges for clearing the goods, and stating that as regarded the question of £3/0/2, he was taking up the matter with Mr. Lezard, of Johannesberg. The plaintiffs wrote that they were not willing to wait while the defendant took up the matter, that he had been given possession of the goods upon the promise to pay their charges for which they asked for immediate payment, giving credit for the amount received on account. Walter Bond, carman in the employment of the plaintiffs said when delivering the goods at the defendant's address he saw a servant who said she had not sufficient money to pay the charges and asked him to leave the parcel. He said he could not do so. Afterwards the servant telephoned to the head office who instructed him to deliver the goods without receiving the money. The defendant said that the carman's instructions were not to deliver goods without first obtaining payment. The servant who gave the receipt was a girl who was employed in the house where he (defendant) had a suite of rooms. He was away at the time the parcel of pictures was delivered and the girl had left before he (defendant) had returned. H. C. Strange, manager of the plaintiffs', spoke to having a telephone conversation on June 19th with a person who said she was in the employment of the defendant. She asked if the carman could leave the goods and the money would be sent along that evening. In certain circumstances they had to use their discretion and the goods were allowed to be left on the promise of the servant that the money would be forthcoming. The defendant said in the first place the servant could not pledge his credit as she was not in his employment and had nothing to do with him. The first intimation he had of the arrival of the parcel was when he returned. He denied that he had called at the plaintiffs' place of business, in answer to their letter, and instructed them to send the parcel. When he purchased the pictures from Mr. Lezard, of Johannesburg, that gentleman knew the routine they had to go through, and that the pictures would have to be insured, the insurance being the matter of a few shillings. The parcel travelled with him by the same boat and although the baggage was cleared at Southampton he did not discover the parcel was missing until he arrived at Waterloo. Mr. Strouts said he was unable to call the lady clerk who received instructions over the counter by which the plaintiffs acted and delivered the goods to the defendant. Defendant said he had never been to the plaintiffs' place. Mr. Strouts said that the evidence he could call was to the effect that a message was given over the counter by the defendant, who produced plaintiffs' letter asking for instructions. The Registrar said although the plaintiffs relied upon the receipt which had been given for the parcel, the authority of the girl to give the receipt was disputed. Mr. Strouts said the delivery of the parcel was admitted, but the defendant said he would have refused it had he been present and seen there was a charge of £3 upon it. In answer to the Registrar defendant said he was not in a position to hand the parcel of pictures over to the plaintiffs. The pictures were not his and had been placed in possession of the person they belonged to. Eventually the case was adjourned with liberty to the plaintiffs to restore it. The Registrar remarked that the charges were due and would have to be paid by someone. If he found for defendant plaintiffs would have to seek for their charges in South Africa which would be a more troublesome matter.

CATTLE AND ROAD OBSTRUCTION.

At the Alton Police Court, Hants, a man named Cuff was charged with wilfully obstructing a member of the A.A. The prosecution was supported by the Automobile Association.

The prosecution alleged that the defendant, whilst in charge of a herd of cows, when spoken to by a motorist, who wanted to get through the herd, refused to render any assistance, and when asked if he would move the cows, replied that he would not and declined to give any help at all.

The case took some time and was of considerable interest to the motoring public, and after hearing the evidence of the prosecution the defence raised was that the best way for a car to pass cattle was to go straight on and not seek the intervention of the drover in charge.

It was established, however, that the defendant had wilfully obstructed the highway and had delayed the motorist for a quarter of a mile and for a length of time of about 15 minutes.

The Bench convicted and defendant was fined.

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The New A.E.C. 2-Ton Chassis.

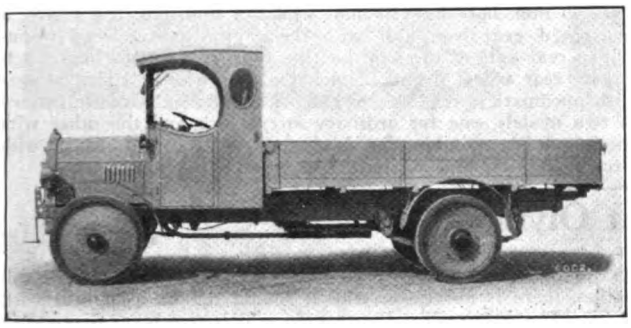
IN marked contrast to other new 2-ton models, which we have felt it our duty to criticise adversely because of the excessively high initial cost and in spite of their unquestionable high merit as engineering achievements, we now have much pleasure in bringing to the notice of our readers a new 2-ton A.E.C. model, which, as far as we are able to judge, is a vehicle demanding the attention of our readers. We are attracted to this new vehicle for two reasons, one being that the chassis price is comparatively low—only £495 in fact, which price includes tyres and electric lighting equipment with five lamps. The second reason is that it is the production of the Associated Equipment Co., of Walthamstow, whose name ranks so high in the commercial motor manufacturing industry as to leave no doubt in our minds as to the quality of workmanship, materials used and the design generally.

The A.E.C. firm have apparently recognised the fact that in order to help and encourage the carrying trade, it is up to the manufacturer to bring down his prices to the lowest possible level without the sacrifice of quality. We do not say that the A.E.C. firm is unique in this respect, nevertheless, we regard their policy as a useful lead having regard to their importance as a firm.

The new chassis will be on view at the forthcoming Commercial Motor Show, and we advise our readers to examine it carefully and here we confine ourselves to quite a brief description.

The engine develops 120 b.h.p. at 1,000 r.p.m. It has force feed and splash lubrication, Thermo Syphon cooling, a Zenith carburetter, dynamo and distributor ignition. The low price of the chassis has been rendered possible by the elimination of every complication.

The chassis is simple, both in appearance and fact. It is strong and has ample power to carry a net load of two tons



The A.E.C. 2-tonner.

in addition to a substantial body, or, alternatively, to maintain good speeds with a loaded coach body having a capacity of twenty passengers. As applied for passenger-carrying purposes, with suitable gear ratios to give higher speeds, with pneumatics on all wheels and with one spare wheel and tyre, the price is £550.

As regards subsequent economy in operation, this follows partly upon the simplicity of the design and partly upon the fact that at every point consideration has been given to accessibility not only for purposes of adjustment, but also from the standpoint of thorough overhaul or the renewal of parts.

The side members of the frame are of pressed steel 7 inches deep. They are parallel from end to end and are connected together by five cross members. The four cylinder engine, which is supported in the frame at three points, has cylinders of 100 m/m. bore by 140 m/m. stroke and is rated at 28 h.p. The monobloc system of construction has been adopted, with the cylinder jackets and crankcase in one piece. The cylinder liners are detachable to facilitate and cheapen renewals. The head also is detachable. The valves are all on one side and the tappets are carried in a separate casing removable through the side of the engine casing. The whole of the tappets and valves are enclosed and the mechanism is thoroughly lubricated. The crankshaft, carried on two heavy ball bearings, is exceptionally stout to eliminate "spring." The standard ignition system is a Delco coil set. The water circulation is on the thermo syphon principle, but, if desired, for exceptional service, the chassis can be supplied with pump circulation and magneto ignition. Lubrication is by pump maintaining a constant level of oil in troughs. The radiator is of the gilled tube type, substantially built and provided with separate headers and side brackets. The clutch is of the inverted cone type with adjustable stop and is connected to the gear box by a short coupling shaft with fabric disc joints. The gear mechanism provides four speeds and a reverse, and the gear operating lever is on the left of the driver, but to the right of the centre line of the vehicle, so as to leave as much free space as possible on the driver's seat for passengers. Provision is made for taking off the whole or part of the power from the gear box for auxiliary purposes, such as the operation of the tipping body or of lifting tackle. The gear box is suspended from three points on the frame. The hand brake lever is, like the change speed operating lever, mounted on the cover of the gear box. It operates through the medium of bevel gears, an internal expanding brake immediately behind the gear box. The brake operating mechanism is contained within the gear box casing, but can be quickly dismounted without disturbing any parts of the transmission gear. Similarly, the brake shoes can be removed for re-lining without dismounting the gear box or the cardan shaft. The foot brakes are of the internal expanding variety operating in large brake drums on the rear wheels.

From the gear box, transmission is through a tubular shaft of large diameter, with an enclosed spicer joint at each end, to overhead worm gear on the back axle. This axle is formed of a solid high tensile steel stamping, the worm gear being mounted in a separate casing which is quickly detachable from the axle casing. The overhead worm shaft runs on roller bearing and the differential gear is very substantial. Driving shafts of 100-ton steel convey the power to the road wheels and run on floating bushes with replaceable bearing sleeves.

The front axle is an H section steel stamping. The steering mechanism consists of a case-hardened worm and wheel. The semi-elliptic front and rear springs are exceptionally long and wide, affording remarkably confortable riding, a point of great importance, particularly when the chassis is used under a passenger-carrying body. The petrol tank, which has a capacity of 13 gallons, is carried on the dashboard which is of perfectly flat steel plate. The driver's floor boards are extended beyond the width of the dashboard, so that they may be cut off to suit the shape of any body which may be fitted. The dash itself is of a convenient width and the arrangement of dashboard and floorboards allows of the fitting of any type of coach work with the minimum amount of alteration.

The electric lighting outfit consists of a C.A.V. lighting set with positively driven dynamo, switch board, cut out and five lamps. The two headlamps are of special design and are bolted direct to the radiator side brackets. They are carried in spherical bearings, so as to be quickly adjustable. When the chassis is supplied for the carriage of goods the gear ratios correspond to road speeds of 3.2, 5.7, 9.5, and 16 miles per hour. Gradients of 1 in 5 can be easily climbed on first speed under full load. For char-a-banc and bus work the gear ratios are slightly higher. In the former instance the maximum road speed at normal engine speed is 18 miles per hour. The loaded passenger vehicle can climb a gradient of 1 in 4½.

In the case of the lorry chassis the rear track is 4 ft. 9 ins., but in the case of the passenger vehicle, it is 5 ft. 1½ ins., which is also the front wheel track in both cases. The overall length of the lorry chassis is 19 ft., and that of the passenger chassis 21 ft. 6 ins., the length of platform behind the driver's seat in the two cases being respectively 11 ft. and 13 ft. 6 ins.

Institute of Transport.

Metropolitan Graduate and Student Society.

SESSIONAL ARRANGEMENTS, 1924.

MEETINGS to be held at the Institution of the Electrical Engineers, Victoria Embankment, London, W.C. 2, at 6 p.m.

1924.

January 8th.—"The Organisation of a Terminal Station," by Mr. W. C. COLLINS.

February 12th.—GRADUATE FROM N.W. DISTRICT.

March 11th and April 8th.—MEMBERS OF SOCIETY. Two short papers on each date to be submitted.

May 13th.—ANNUAL GENERAL MEETING.

If time permits discussions will take place upon the Lectures delivered before the Graduates and Students, at the Meetings of the Institute, held prior to each of the above Meetings.

VISITS.

It is hoped to arrange visits as follows:—Reading Signal School, G.W.R.: Goods Terminal, L.M. & S.R., Somers Town; Colliery at Chislet, Kent; Dover Marine Station, Southern Railway; Parkston Quay and L. & N.E.R. Continental Arrangements; Metropolitan District Railway Heavy Overhaul Works, Acton; Transport Arrangements of Messrs. Harrods, Ltd.; Neasden Power House, Metropolitan Railway; A tour of the London Underground Railway System.

SOCIALS.

The First Annual Supper will be held during the Session, and one other Social Function will also be arranged.

■ Mr. James Hutchinson proposes to run a bus service between Tynemouth and North Shields.

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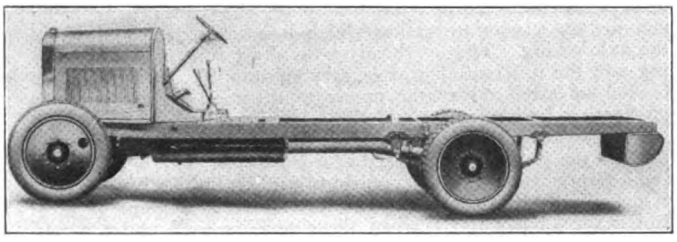
Berliet Models.

ONE of the most interesting stands at Olympia was that belonging to Automobiles M. Berliet, 40 Sackville Street, London, W.1, on which four commercial chassis were staged with capacities of 15 cwt., 30 cwt., 2½ tons and 6 tons. Two of the 30-cwt. chassis were shown with passenger bodies, and one 15-cwt. had mounted upon it an ambulance body, and another similar chassis was shown with a box van.

The most interesting exhibit, however, was the 2½-ton special 25-seater char-a-banc chassis, which has been designed for fast touring purposes. The main feature of the design is undoubtedly the low frame, provided by underslung rear springs. The springs themselves deserve special mention because of their very ample proportions. Another special feature is the four-wheel



The Berliet fast touring char-a-banc chassis.

brake mechanism operated on the Servo system; the front wheel brake control rods are incorporated in the front axle. The frame is noteworthy for its rigid construction.

The engine develops 30 h.p., and has bore and stroke 110 by 140 mm.; it is of the monobloc type with overhead valves operated by plungers and rockers; it is fitted with a governor and there is forced feed lubrication, it is water cooled by centrifugal pump and large radiator. The carburetter is a Berliet. An electric lighting and starting set is fitted, the latter being mounted on the gear box.

The four speed gear box is a separate unit from the engine and is a particularly robust job. A short shaft with flexible coupling transmits the power from the engine to the gear box. The gear box has central control and in it are incorporated a pump for the pneumatic tyres and the mechanism for the four wheel brake. The drive is taken from the gear box by shaft to a very substantial cross member of the frame, and from thence, through a torque tube, to the rear axle. The back axle has double reduction spur and bevel drive. Michelin disc wheels are fitted with single pneumatic tyres at the front and twin at the rear 955 by 155 mm. all round. Price, with tyres, £530.

The 6-ton chassis is also noteworthy for its exceedingly rigid construction. It is fitted with a 30-h.p. governed engine, 110 mm. by 140 mm. bore and stroke respectively, and the four cylinders are cast in pairs. The back axle is of the overhead worm type and very massive. The springs are underslung and are remarkable for the width and length of the plates, the drive is taken from the four speed gear box by open propeller shaft with a Hardy flexible joint at the back and a star universal joint at the front ends. The clutch is of the multiple disc type; one set of brakes acts on the back wheel and the other on the transmission. The chassis is specially built for trailer work and is supplied with a spring coupling. Price £695.

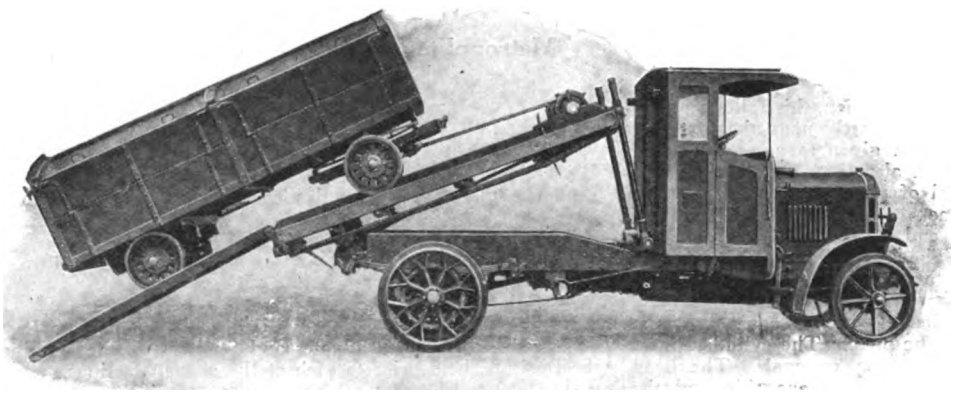
With regard to the 15-cwt. model it has a 15.9-h.p. 4-cylinder engine cast *en bloc* with detachable head. The bore and stroke are 80 and 130 respectively. There are pressure lubrication, thermo-syphon cooling and a Zenith carburetter. The clutch is of the multiple disc pattern. There is a four-speed gear box with central change, and the gear box is bolted to the engine forming one unit, with three point suspension. The rear axle is of the semi-floating type with helical bevel drive. The propeller shaft is enclosed in a torque tube. The foot-brake acts on the transmission and the hand brake on the rear wheels. Detachable disc wheels are fitted shod with pneumatic tyres, 820 by 120. Price £260.

The 30-cwt. chassis has a 20-h.p. 4-cylinder engine cast *en bloc*, 90 mm. bore by 130 mm. stroke, a multiple disc clutch, a four-speed gear box, unit with the engine, a overhead worm-driven rear axle of the semi-floating type, two sets of brakes acting on rear wheel drums, detachable disc wheels, twins at rear with pneumatic tyres, 895 by 135. This chassis is manufactured in two models, one for ordinary lorry work and the other with special finish suitable for high-class bodies and fitted with electric lighting and starter. The price is £350.

Pagefields at Olympia.

THE feature of the Pagefield exhibit at the Olympia Commercial Motor Show was the firm's refuse collecting system in which horse-drawn containers are used in conjunction with a special type of motor chassis.

The principle of the employment of these two units is that one motor lorry should work in conjunction with 4 or 5 containers. The lorry makes all the long journey to and from the tip or destructor; the container collects from house to house continuously, the obvious advantage is that the lorry is kept moving the whole time and as the lorry represents the largest capital outlay the saving is considerable.



The "Pagefield" Refuse Collecting Lorry.

Although this system is intended primarily for refuse collection, there is no reason why it should not be used otherwise, in furniture removal for instance, in which case several removals can be carried out with the one motor vehicle if the ordinary lift vans are provided with wheels similar to those on the refuse container.

The Pagefield vehicle used for this work is the firm's standard 4 to 5-ton chassis. The horse-drawn vehicle is hauled on to the lorry platform by a winch driven by the lorry engine, being drawn up two ramps carried by the lorry, which are extended to form an inclined path. When the container is in position the two ramps are pushed home into the place provided for them, and the vehicle is ready for its trip. To empty the container, the tipping frame is allowed to lift to its maximum angle of tip, which is 50 degrees, and the contents of the container are deposited.

The other exhibit consisted of a short wheelbase chassis of 3½-tons capacity, the driver's seat is placed alongside the engine, the turning circle of this chassis has a radius of 18 feet.

Salford Corporation Tramways Committee recommends the purchase of two Leyland double-deck motor buses at £1,395 each, and one Karrier double-deck motor bus at a cost of £1,330.

* * * * *

Leicester City Council has decided to purchase six motor omnibuses in order to feed and link up the tramways.

* * * * *

Northampton Corporation proposes to extend its motor bus service to Weston.

Manchester Corporation Tramways Department has purchased six Karrier 2½-ton single-deck motor omnibuses, and four "Bristol" (Bristol Tramways and Carriage Co.) 3-ton single-deck motor omnibuses, and two "Bristol" 2-ton single-deck buses.

* * * * *

Blackpool Watch Committee has agreed to allow Mr. William Smith to extend his existing motor omnibus routes in the borough on condition that he does not collect fares for journeys within the borough on existing corporation tramway routes.

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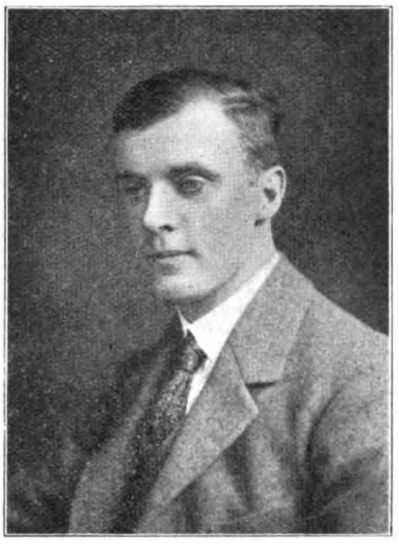
In the Motor Industry.

M. Andre Citroen in addition to being a great engineer, has also come into prominence as one of the greatest business organisers. His factories in France were started during the war as shell factories and, immediately war ceased, he converted them into automobile producing factories, and got into his stride sooner than anybody else in Europe. The production is now at the rate of 150 cars per day which M. Citroen hopes to increase to 200 per day in the spring. One of his great achievements during the past year was the organisation and bringing to a triumphal conclusion the Trans-Sahara journey with the Citroen-Kegresse vehicle. M. Citroen has since visited America to study mass production of motor vehicles in that country where he obtained much useful information which he is applying in his European factories and distributing depots. The Citroen depot at Brook Green, Hammersmith, is the largest of its kind in Europe and a special feature in the organisation is the service and spare part department.

Mons. Andre Citroen.

Major W. Partington, M.C.



Mr. R. J. Mitchell, M.I.E.E., M.I.Mech.E., M.I.A.E.

Major W. Partington.—Major W. Partington, M.C., is the manager of Messrs. Barimar's branch at 116-117 Charles Henry Street, Birmingham, and is well known in the motor and metal trades in Birmingham. Since Major Partington took over the Birmingham branch in 1920, the volume of work dealt with at Barimar's Birmingham branch has steadily increased. Major Partington had a distinguished war experience. He joined the ranks in August, 1914, served in the infantry and Tank Corps, was mentioned in despatches, gained the Military Medal and Italian Silver Medal for Valour, was wounded three times and gassed, and eventually obtained the rank of Major at the early age of 24.

Mr. Raymond J. Mitchell.—We are interested to record that Mr. Raymond J. Mitchell, M.I.E.E., M.I.Mech.E., M.I.A.E., until recently chief engineer of Electricars, Ltd., and Edison Accumulators, Ltd., has joined the staff of Messrs. Ransome & Marles, Co., Ltd., Ball Bearing Manufacturers, Newark-on-Trent. Mr. Mitchell has been identified since the year 1912 with the development of accumulator electric road vehicles, on which subject he has, during this period, read a number of papers before engineering societies in addition to having contributed numerous articles to the technical press. We offer Mr. Mitchell our hearty good wishes on his new appointment.

C.M.U.A.

STEAM WAGONS AT LONDON DOCKS.

In a communication recently issued by the secretary of the Commercial Motor Users Association, members are again reminded that steam-propelled motor vehicles entering Docks and Public Wharves in the Port of London are required to produce evidence that they are fitted with approved devices to prevent the emission of sparks, and the escape of ashes and cinders.

Spark arresters, to be approved, must:—

1. Be visible from the roadway.
2. Be made of wires or sheet iron of not less than 16 S.W.G.
3. Have spaces or perforations not exceeding 3/22 inch.
4. If made of wires have stiffening rods of not less than 8 S.W.G spaced not more than 3 inches apart.

An ashpan, to be approved, must:—

1. Be at least 2 inches longer and 2 inches wider than the bottom of the firebox.
2. Fit closely round the underside of the firebox supports without any gap.
3. Be at least 6 inches in mean depth.
4. Have no opening or orifice and no flap door, lid, slide, or other movable part within 2 inches of the bottom, nor any that is controllable from the driver's seat excepting only such as are movable for the purpose of covering and exposing perforated plates conforming to the description in No. 5 below.
5. Have no perforations for draught or other purposes within 2 inches of the bottom and none exceeding ⅛-inch diameter in any part.
6. Be so hung on hinges, pivots or trunnions at one end and held in position by a bolt or catch at the other end as to be easily opened for cleaning purposes without being easily removable. It must not be liable to fall open when subjected to severe vibration.

Compliance with these regulations may save members wasted journeys and the loss of time that would result from being refused admission to docks or wharves. There are, however, certain petroleum spirit wharves, etc., where steam-driven motor vehicles are not likely to be admitted under any circumstances.

LICENCE DUTY ON SIX-WHEELERS.

The effect of section 10 of the Finance Act, 1923, is that, after December 31st, 1923, the licence duty upon a six-wheeler will be based upon the unladen weight of both portions of the vehicle at the same rates as if the vehicle were an ordinary four-wheel lorry or steam wagon drawing a trailer, the maximum duty being £32 if the unladen weight exceeds 4 tons.

NEW MEMBERSHIP.

New members continue to join the Association at a satisfactory rate. Every commercial motor user should, however, be included in the membership roll, and the co-operation of individual members is invited to increase the numerical strength by bringing in at least one new member. The General Secretary will be pleased to forward particulars of the Association to any person or firm receiving the name and address from a member.

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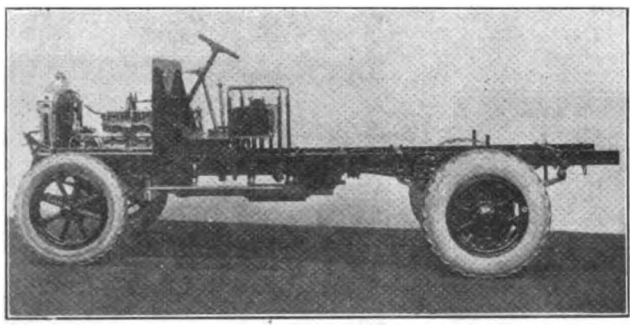
Daimlers at Olympia.

UNFORTUNATELY the particulars of the Daimler exhibits at the Olympia Commercial Motor Show arrived too late to be included in our November number. The Daimler Company market one commercial chassis only. The chassis itself they staged sectional so as to show details of its construction and working. Three other chassis were shown, upon which were mounted respectively a char-a-banc body, a double-deck omnibus and a tipping body.

The Daimler chassis has a sleeve valve engine, bore and stroke 95 by 140 mm. respectively developing 22·4 h.p. treasury rating. It has trough lubrication. The sleeve valve arrangement consists of two concentric sleeves with valve ports, which are reciprocated by short connecting rods from a crank-case shaft. The Daimler firm have specialised on this type of engine for many years, one of the principal advantages claimed for it in addition to efficiency is silence. Power is transmitted to a four-speed gear box through a fabric lined cone clutch. The price of the chassis complete is £595.



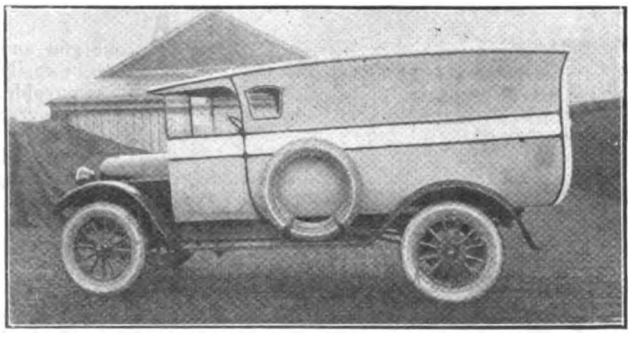
The Daimler sectional chassis for Show Purposes.

The wheelbase of the chassis is varied for different purposes. A short wheel-base chassis is used for the tipping body. The body itself is operated by a horizontal hydraulic single ram tipping gear. The capacity of the vehicle is 2½ to 3 tons.

The Daimler char-a-banc has seating accommodation for 20 to 22 persons. The double-deck omnibus has accommodation for 34 persons including the driver. The prices complete are: char-a-banc £1,079, the double-deck omnibus complete £1,130, and the tipping wagon £745. A tyre pump operated from the gear box is provided for the chassis fitted with pneumatic tyres.

The Reo Speed Wagon.

As its name implies, the Reo speed wagon which is marketed at £295, is built for high speed work and is positively guaranteed to maintain a speed of 20 m.p.h. when fully loaded with a net load of 20/25 cwt., and it can legally do so as it is under 2 tons weight unladen. It is also claimed that it can carry loads of 10 to 15 cwts. economically. The vehicle is specially made for commercial use and is not a vehicle to be used alternatively either for touring or goods transport.



The Reo Portland Box Van Body.

The sole concessionaires for this vehicle are Harris & Hasell, Ltd., who have opened new premises at 130 Gt. Portland Street London, W.1. The distribution in Great Britain is being thoroughly organised.

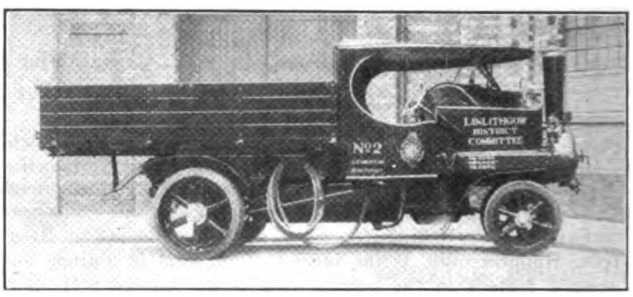
The engine develops 27.2 h.p. R.A.C. rating, has four cylinders 4¼ in. by 4½ in., balanced crank shaft, aluminium alloy pistons, inlet valves in head and high tension magneto ignition. Cooling is by centrifugal pump assisted by a large fan behind the frost-proof radiator. The clutch is a 13-plate disc type; there are three forward speeds and reverse with central change speed lever. The radiator, engine, clutch, and gear box are supported in a special design sub-frame. From the gear box the drive is taken through a cold drawn steel propeller shaft with enclosed universal joints to the bevel gears in the rear axle. Both brakes act on the rear wheel hubs. The rear axle is of the semi-floating type, with a pressed steel, electrically-welded, one-piece housing. Spiral bevel gears are used and Timken bearings. The tyres are 34 by 4½-in. pneumatic cords with nobby tread. Lubrication is on the Alemite grease gun system. There are no grease cups. The equipment includes a two-unit electric self-starter and lighting system with generator storage battery. There are two electric head lamps, a tail lamp, inspection lamp socket, electric horn, speedometer and mileage recorder, ammeter, extra rim, tyre pump, jack and set of tools.

The New Robey Six-ton Steam Wagon.

THE new Robey 6-ton steam wagon is very similar to the older model which has met with so much success, but the sizes of both the engine and boiler have been somewhat increased and a third speed gear is also now fitted and the speeds are now 3, 8 and 12 m.p.h. The frame is of nickel steel, the side members now being straight and joined to the smoke box by means of steel spring plates bolted in position to angle pieces shaped to the curve of the smoke box.

The Robey is, of course, of the overtype pattern, and the engine is a compound with cylinders 4½ and 7¼ with a 7-in. stroke. The crank shaft is solid with balance weights and eccentrics in one. The Stephenson link motion reversing gear is used. The main crank shaft journals are carried on ball bearings. Both cylinders are fitted with piston valves. The chain drive to the hind wheels is retained. Handiness in manoeuvring, great strength and reliability in working, and very little consumption in fuel and water are leading features of this wagon. It is capable of carrying a load of 6 to 7 tons and a further 3 to 4 tons on a trailer.

The boiler is of the locomotive type with round fire box and no stays. The working pressure is 250 lbs. per square inch.



The New Robey 6-tonner.

The boiler fittings include feed pump and injector, double Ramsbottom safety valves, a Reflex water gauge, a blow-off cock, a pressure gauge and feed check valves. The feed pump is arranged so that it may be worked whilst the wagon is standing. It is driven at a reduced speed by gears of suitable ratio and accessibility.

The water tank has a capacity for a journey of 20/25 miles. It is supported independently of the body so that it cannot shake loose.

The fuel bunker is conveniently situated behind and under the driver's seat.

The transmission gearing has machine cut teeth. The sliding gear is moved on the splined end of the crank shaft and the operation of changing gear is effected by the use of one handle. A best quality roller chain is used for transmission. The differential gear has three pinions. The hind axle is of extra strength and so designed that the hind wheels can be quickly and easily removed. The axle bearings are of cast steel, bushed with phosphor bronze and with oil bath lubrication. The wheels are of cast steel.

The front axle is massive and provided with a strong laminated spring. The steering gear is of the worm and quadrant type running on a large ball bearing and fitted with rubber shock absorber.

Internal expanding brakes are fitted to each hind wheel actuated by pedal. The standard body supplied has hinged and removable sides and ends.

The following are the dimensions:—Overall length 22 ft. 6 in., width overall 7 ft., height overall 8 ft., wheelbase 12 ft. 11 in. Length of body 13 ft. 6 in., and width 6 ft. 6 in.

During a recent run between Manchester and Birmingham, the return journey was made in two days, taking 12 tons on the wagon and trailer and returning light. The coal consumption was 7 cwts. on the outward journey and 5 cwts. on the return. The distance is 83 miles and thus the coal consumption was approximately 12 miles per cwt. of coal, with load.

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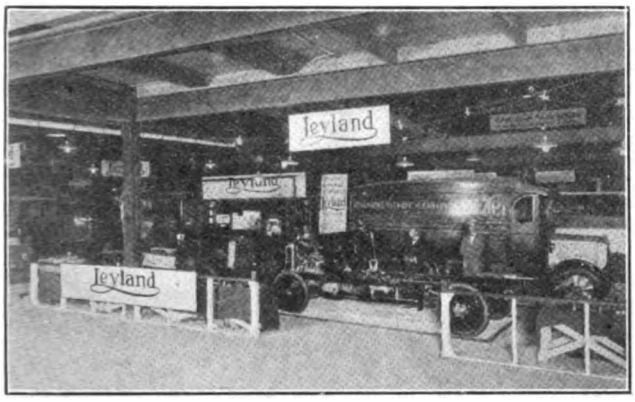
Motor Notes.

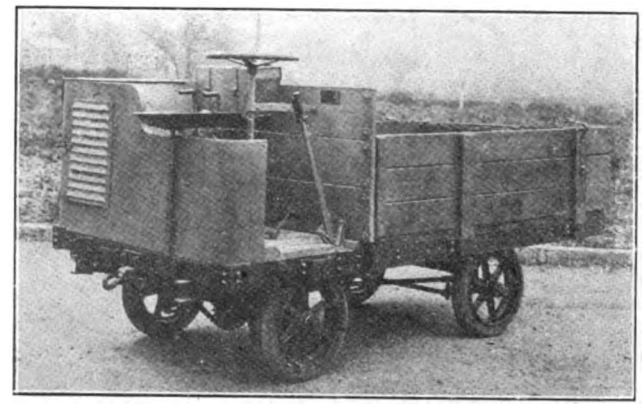
Leyland Enterprise.—Our photograph shows the Leyland stand at the Canadian National Exhibition held in Toronto. Five machines were shown in all. The chassis in the foreground is a model "A" and that on the left a model "C"—2 to 3 ton respectively. To the right, on tables a selection of spare parts was exhibited, a very important consideration in Overseas business. The box van shown was supplied to the Dominion Envelope & Cartons, Limited, a very prominent Canadian firm. The vehicle was painted post office red and had a polished aluminium bonnet and corrugated aluminium wheels, also polished, and the beading was carried out in the same material with lettering in gold. Leylands have a very extensive Canadian trade.



The Leyland Stand at Canadian National Motor Show, Toronto

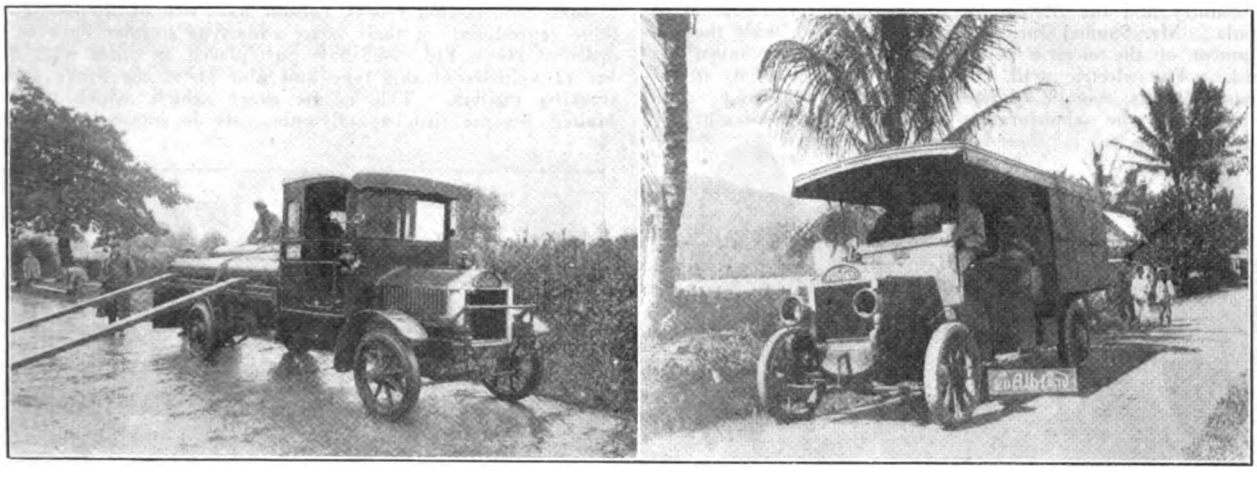
The Albion Factory Busy.—In spite of bad trade conditions the Albion factory appears to be obtaining a very satisfactory share of orders. Our photographs show two recent deliveries one to the City of Birmingham Water Department and another to the Island of Sumatra, the latter is a 20 h.p. Albion goods-passenger vehicle used in the island for carrying mails and passengers. It is fitted with garden type seats at the front and the sides are open. A side screen is provided for sun protection. The Birmingham Water Department vehicle has a hinged tailboard; it is a 3-ton lorry with a 32 h.p. engine and is being used for pipe transport, as shown. The Auckland City Council also are users of Albion lorries and we have a photograph of one, which unfortunately we are unable to reproduce owing to lack of space, which was purchased by the Auckland City Council some years ago. The load capacity is 3½-4 tons and the tipping gear is of the Albion hydraulic type. Other recent deliveries include an Albion bus for hire on a regular route in Leicester. It has seating accommodation for 21 passengers. It is provided with front and rear entrances, a luggage rail on the roof and is shod with pneumatic tyres. This type of bus is becoming very popular, particularly in Leicester where passenger travelling facilities are developing with rapidity. Another recent Albion sale is a 32 h.p. 3-ton lorry to the "Manchester Guardian" for delivering paper to the "Manchester Guardian" printing offices. The "Glasgow Herald" also use Albion lorries for the same purpose and also the "Scotsman" of Edinburgh.

A Handy Petrol Truck.—We have received particulars from Hesco, Ltd., Kingsway House, Kingsway, London, W.C.2, of the B.A.D. petrol truck. We trust sincerely that its name is a misnomer! Our impression of it leads us to suppose it is. The Hesco petrol truck is a type of vehicle for which there should be a ready market. It is fitted with a 4·2 h.p. air-cooled two-cylinder engine, with two speeds in either direction and is designed to carry a load of 30 cwt. Also it is stated that provision is made at either end for towing trailers and, on the level ground, the truck is capable of hauling a gross load of 85 cwts. in addition to its own load. The engine is placed beside the driver's seat which arrangement allows for a minimum height of platform. If desired the truck can be supplied with flanged wheels for running on rails. We understand the initial cost of the truck is very small. The engine, clutch, transmission and change speed are all in one assembly, and can be supplied as a unit complete with all necessary fittings, such as petrol tank, connecting pipes, etc., ready to be fitted to a chassis of any particular design. The engine has a Zenith carburettor and a Bosch magneto. Power is transmitted through a bevel cone clutch and sliding gears with two speeds in both directions. Transmission is by roller chain to the rear axle. The wheelbase is 4 ft. 3 ins. and the track 3 ft. 2½ ins. Overall length 8 ft. 8 ins., overall width 4 ft. 7 ins. Height of platform from ground 1 ft. 9¾ ins. Weight empty 14¼ cwt.; smallest turning radius 9 ft. 2 ins. Wheels, cast iron with rubber tyres 500 by 90 mm.



The B.A.D. petrol runabout Truck.

Star 20-25-cwt. Chassis.—The Star 20-25-cwt. chassis built by the Star Engineering Co., Ltd., Wolverhampton, is a new model exhibited for the first time at the recent Olympia Commercial Vehicle Show, its price is £350. The engine and gear box unit type of construction has been adopted, a system which is becoming increasingly popular, as it provides ease of gear changing and avoids the possibility of binding due to misalignment. The engine develops 20·1 h.p. and the four cylinders are cast en bloc. Lubrication is on the pump and trough system and the chassis itself is lubricated by grease gun. Cooling is by pump circulation and honey-comb radiator. Power is transmitted through a single dry plate clutch to a four-speed gear box with central control; the final drive is by overhead worm. The wheels are pressed steel discs, detachable and interchangeable, the solid tyres are 34 by 4 inch, or pneumatics,



Two Albions. Birmingham Corporation Waterworks (left), and a passenger-parcel service vehicle in Sumatra (right).

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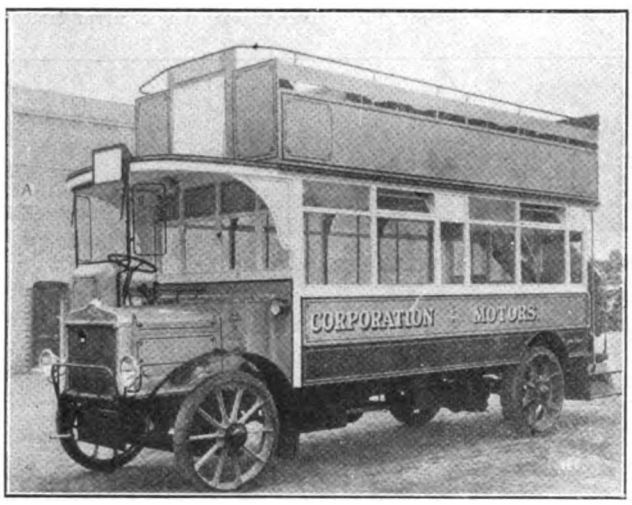
34 by 5 inch. Both sets of brakes are of the internal expanding type on rear wheel drums.

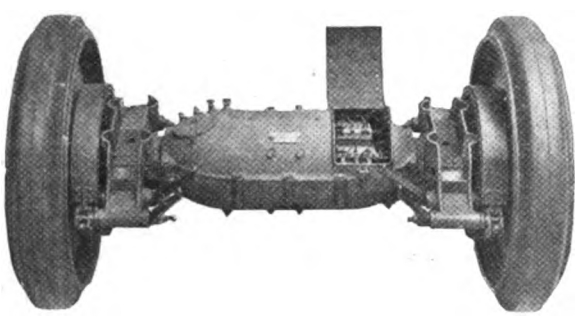
A.E.C.'s in Edinburgh.—The Associated Equipment Co., Ltd., Walthamstow, London, E.17, have supplied us with the following information concerning the performance of their vehicles belonging to the Edinburgh Corporation bus service. The figures have been obtained from the superintendent of the service. Bus No. 180 is fitted with a "Model 5" A.E.C. engine No. 13. Between the 8th May, 1922 and the 15th September, 1923, this bus ran 45,342 miles and during this time the



An A.E.C. as used by the Edinburgh Corporation.

engine has never once been taken down. Bus No. 192 which is a provincial "S" type double-decker covered 32,316 miles between October 8th, 1922 and September 15th, 1923. Bus No. 193 of similar type covered 55,283 miles between June 3rd, 1922 and September 15th, 1923. In both these cases also the A.E.C. engines have never been taken down. It must, of course, be clearly understood that necessary running adjustments have been made from time to time, these including such minor items as the grinding of valves. Beyond such adjustments, which are merely part of a properly organised maintenance system, the Edinburgh Corporation has not been put to any expense at all in the maintenance of these A.E.C. engines.

Walker Vehicles, Ltd.—This company have acquired from the Walker Vehicle Company, of Chicago, the sole manufacturing rights for their well known commercial vehicle in this country and the British Dominions with the exception of Canada. Mr. Samuel Insull, who is associated with the development of the electric vehicle in America, has joined the Board. The electric will be entirely manufactured at the Windsor Works, Slough, of Messrs. G. D. Peters & Co. Full particulars of the whole range of vehicles may be obtained

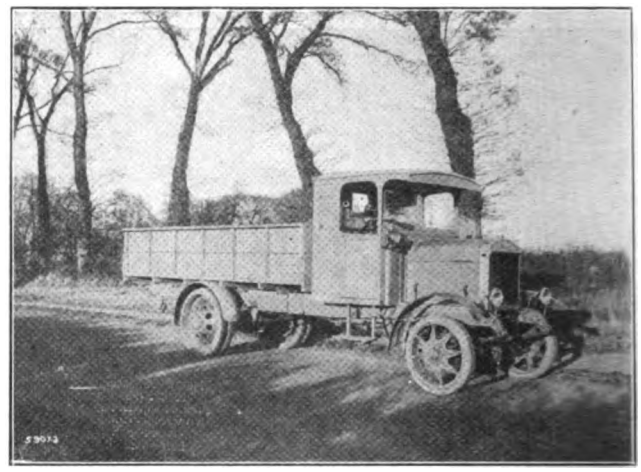


The Walker back axle.

from Walker Vehicles, Ltd., Caxton House, Westminster, London, S.W.1.

"Shell Nature's Mixture."—This is a booklet issued by Shell-Mex Ltd., Shell Corner, Kingsway, London, W.C.2. It describes the testing of Shell spirit on an engine designed expressly for motor fuel research by Messrs. Ricardo & Co., for use in their laboratory at Shoreham. It is stated that already 9,000 tests covering over 300 different fuels have been made which show conclusively the comparative economy and efficiency of the Shell spirit. The booklet also contains testimonials from various motor journalists. Free copies of the booklet may be had on application to Shell-Mex Ltd.

123·34 tons miles per gallon.—Messrs. J. I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, Westminster, London, S.W.1, recently entered one of their six-ton vehicles for test by the Royal Automobile Club. The object of the trial was to demonstrate fuel, oil and water consumption and general reliability. The average load carried was 6 tons 9 cwt. approximate, the average total running weight was 10 tons 19 cwt. The engine developed 25·6 h.p., R.A.C. rating. The Club certificate of performance No. 559 describes the trial as follows:—DESCRIPTION OF TRIAL.—The trial was held over the following route: London (Swiss Cottage), Barnet, Welwyn, Hitchin, Biggleswade, Tempsford, Eaton Socon and back. The trial occupied ten days. The weather generally was fine, with rain on two days. The roads were good. The lorry did not

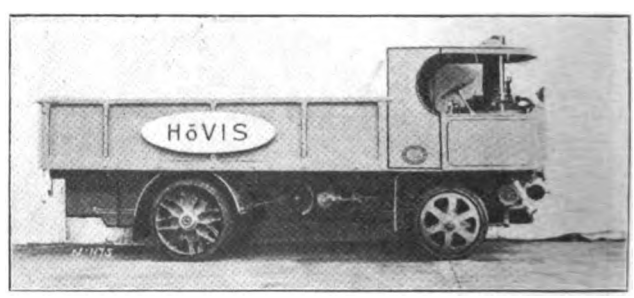


The 6-ton Thornycroft used in R.A.C. trial.

coast when descending hills. The fuel used was a mixture of three different standard first grades of motor spirit. RESULTS OF TRIAL.—*Distance.*—The total distance covered was 1,008·0 miles. *Speed.*—The trial was run at an average speed (running time only) of 11·9 miles per hour. *Consumption.*—FUEL: 11·28 miles per gallon (equivalent to 123·34 ton-miles per gallon). OIL: 1,697·7 miles per gallon. WATER: the total amount to be replaced at the conclusion of the trial was 1¾ gallons. *General.*—No work, other than replenishment, lubrication and greasing was done throughout the trial, and there were no involuntary stops of any kind.

British Petroleum Prices. — "B.P." Aviation 1/10½d. per gallon, "B.P." No. 1. 1/6½d. per gallon and "B.P." No. 3 1/4½ per gallon.

Hovis Ltd., Purchase Garrett Steamers.—Richard Garrett & Sons, Ltd., Leiston Works, Leiston, have sent us the photograph (here reproduced) of their latest undertype steamer built to the order of Hovis Ltd., who have just placed an order with them for 11 vehicles of this type and also 11 of the firm's special tracking trailers. This is the exact vehicle which was exhibited by the firm at Olympia. It is interesting to note



One of the Garrett's for Hovis, Ltd.

that this wagon is fitted with the C.A.V. electric lighting set.

Wensleys of Cardiff.—During a recent Cardiff "Shopping Week" Wensleys, Ltd., Cardiff, were awarded the second prize for a trade turn-out consisting of a new lift van of the firm's own building. Wensleys build all their own lift vans and their removals are to all parts of the world, they employ large numbers both of horse and motor vehicles in their work. We have received a folder in which are illustrated various Overseas removals including India, Texas, U.S.A., and South Africa.

Change of Name. — The United States Rubber Co., Ltd. announce that being a firm marketing india rubber products, manufactured by the Canadian Consolidated Rubber Co., Ltd., of Canada and the United States Rubber Co., of America,

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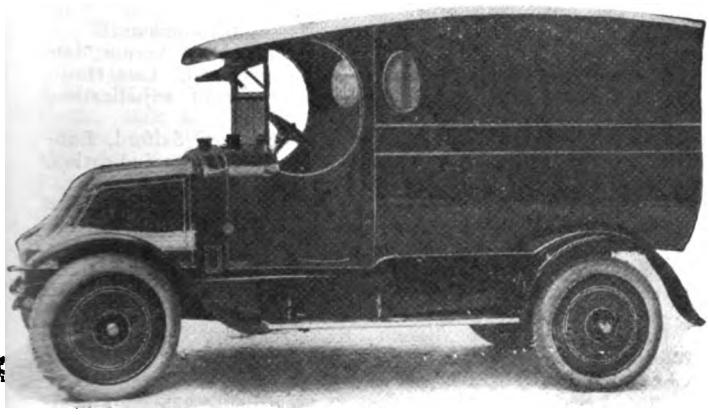
and because the sales from the Canadian factory greatly exceed those from the United States factory, they have decided to change the name of their Company from the United States Rubber Co., to the Dominion Rubber Co., Ltd., under which name they are now carrying on business as from the 1st inst.

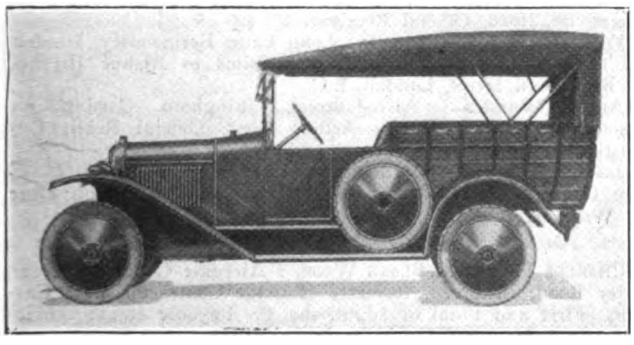
"Auto" Valves.—A novel exhibit at the recent Olympia Show consisted of two huge valves shown by "Auto" Valves & Accessories, Ltd., 93 Tabernacle Street, London, E.C.2. The valves had an overall length of about 9 feet and formed a striking contrast to the small motor cycle valves also exhibited, and indicating the scope of work which this enterprising concern can undertake, irrespective of size, shape, material or quantity, while at the same time producing a very highly ground finished article. Other exhibits consisted of high grade gears, axle shafts, gudgeon pins and valve guides.

Commercial Motor Bodies.—We have received an illustrated catalogue from Hazeldine & Norton, commercial motor body builders, 55 Lant Street, London, S.E.1. The firm manufactures commercial motor bodies of all types; they are also motor engineers, and trailer and lift van manufacturers. The firm supplies bodies both of the light and heavy type and in many cases the complete vehicle.



A typical Hazeldine & Norton van body.

The Citroen Van.—The accompanying illustration gives a very excellent idea of the smart appearance of the Citroen 7-cwt. light van. This is the Normandy type and is fitted with an 11·4 h.p. engine and its price is £230 complete with electric light and starting and spare wheel and tyre. The van has two seats in the front. The cushion and back of the passenger seat are movable so as to give easy access to the rear of the compartment, the interior dimensions are approximately 4 ft. 3 ins. by 5 ft. 2 ins. by 4 ft. 6 ins. The engine, clutch and gear box form a single unit with three-point suspension to the chassis; there are a dry-plate clutch, a three-speed gear box, propeller shaft with Hardy flexible joints, Citroen Chevron gears for final bevel drive. The wheels are Michelin detachable with cable tyres 710 by 90, the suspension consists of quarter elliptical springs, single in front and double in the rear, fitted with shock absorbers, the petrol consumption is from 35 to 40 miles per gallon. The firm also supply a 7·5 h.p. 2½-cwt. delivery van.

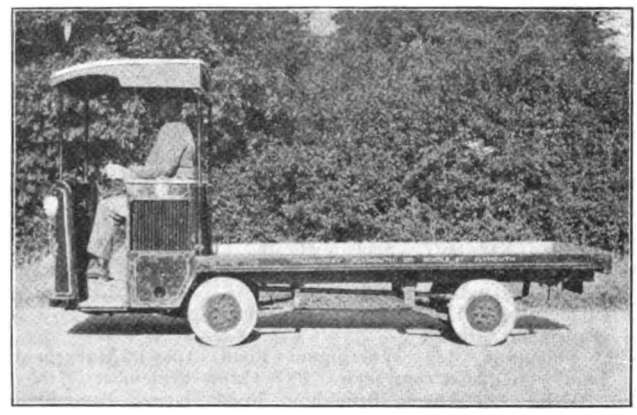


The Citroen "Normandy" type farmer's wagon.

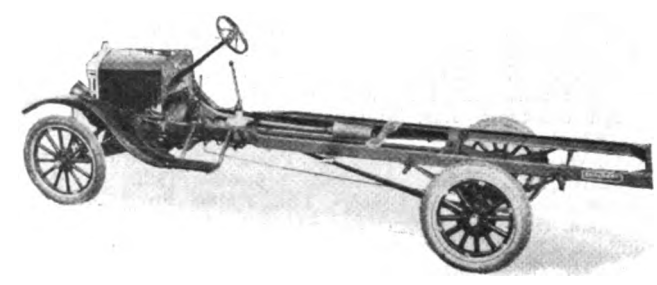
The Veeder Hub Odometer.—Geo. Moores & Sons, the well-known pantechnicon and lift van manufacturers, of Chorlton-cum-Hardy, Manchester, have been appointed sole Selling Agents of the "Veeder" hub mileage recorder.

The S.D. Freighter.—The accompanying photograph shows a standard S.D. Freighter fitted with a railway type flat-deck, the manufacturers, Shelvoke & Drewry, Ltd., Engineers, Letchworth, Herts., have supplied to their agents for Devon and Cornwall, Willoughby (Plymouth), Ltd., Shipbuilders. Babcock & Wilcox, Ltd., of Renfrew, Scotland, have also purchased one of these machines fitted with a flat deck and driver's cab, also J. H. Beattie & Co., Ltd., the well-known London coal merchants have purchased one fitted with a hinge-side lorry body and arranged for hydraulic tipping. The deck level of this vehicle is raised to 3 feet in order that sacks may be easily loaded on to a man's back.

A Very Useful Type Radiator.—More often than not the modern commercial motor is held up because of some trivial mishap rather than because of a serious break-down. In these days of traffic congestion, a "biffed" radiator is unfortunately quite a usual occurrence and is just as effectual in stopping the car as a broken crankshaft. It means either the vehicle must be towed home or remain where it is until a spare radiator is brought and fixed in position. The cost of the repair may be little, but the cost of delay is a serious matter. Bearing this in mind, we were particularly interested in the Bowman sectional radiator, exhibited at the Olympia Show by Bowman Radiators, Ltd., Pritchett Street, Birmingham, in which the honeycomb portion is made in sections. Should one, or even two sections be damaged, the damaged sections may be taken out in a couple of minutes and the vehicle can proceed on its journey, provided, of course, that neither the tanks nor frame are seriously damaged. It is a move in the right direction as it most certainly minimises the risk of delay due to an accident of minor importance. We advise our readers to obtain particulars of this radiator as it appears to us to be an excellent proposition. The radiators the firm exhibited at Olympia were intended for Ford cars, but there is not the slightest reason why the system should not be adapted to any type of radiator.



The S.—D. 2-ton Freighter.



The Realorry Chassis.

The Realorry and Warford Gear Box.—Jackman Motors, Ltd., City Garage, John Street, Bradford, inform us that they are the distributors for Lancashire and Yorkshire only, for the separate items of the Realorry and Warford gear box, but they are distributors for the British, foreign and colonial markets for the complete vehicle as shown in our photograph. The Realorry is a Ford adaptation which has a 60-inch frame extension and it incorporates the six speed Warford gear box. The wheelbase is extended by 12 in., and 5 ft. extra frame supported loading area is provided. The Realorry attachment is supplied and fitted complete to the Ford ton chassis for £73. It makes a first class vehicle for bulky loads and for passenger service.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgment, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Harry R. Rignold, 21 and 23 Mathew Street, Liverpool (trading as Rignold's Wharfage), forwarding agent. £10/10/0. July 12th.

Leicester City Road Transport Official Clearing House, 71 London Road, Leicester, forwarding agents. £21/14/4. August 8th.

Knights Haulage and Stevedoring Co., Ltd., 9 Water Lane, E.C., haulage contractors. £18/15/4. September 5th.

Wakefield & Crofts, 27 Woodland Street, Higher Broughton, Lancs., haulage contractors. £32/9/5. September 11th.

Stanningley Transport Co., Stanningley, Leeds, haulage contractors. £18/9/6. September 13th.

Jas. O'Connor, 38 Disbrowe Road, Fulham, S.W., cartage contractor. £42/11/2. September 5th.

W. J. Wilkings, 17 Planet Street, Cardiff, haulage contractor. £12/16/10. August 29th.

Jas. Duerden, Clitton Street, Burnley, carrier. £19/3/2. September 11th.

Wm. Thompson, 123 Warrington Road, Ince-in-Makerfield, Lancs., haulage contractor. £37/12/6. September 11th.

Geo. Wylie, 228 Lower Broughton Road, Lower Broughton, Lancs., haulage contractor. £41/2/3. September 11th.

Hull Road Transport Clearing House, Ltd., 60 Mark Lane, E.C., transport agents. £13/19/1. September 8th.

Jno. Dover Muschamp, 3 Dorset Avenue, Leeds, haulage contractor. £41/8/10. September 19th.

J. A. Short, 17 Royal Exchange Chambers, Leeds, haulage contractor. £17/11/0. September 17th.

Herbert Lilley Sturney, 10 Ashbourne Road, Pokestown, Hants., carrier. £14/8/11. August 14th.

Walter Webb, 102 Bevois Street, Southampton, haulage contractor. £18/14/2. September 19th.

Enterprise Transport Co., 10 Victoria Street, Liverpool, motor haulage agents. £19/4/0. September 21st.

J. Harrison, 21 West End Road, Morecambe, haulage contractor. £24/19/7. September 21st.

Arthur Seville, 338 Longsight, Oldham, carrier. £21/13/1. September 20th.

Arthur Kent, Amber Hill, Lincs., haulage contractor. £24/9/9. September 20th.

Jacob Garlick, 19 Green Dragon Yard, Whitechapel, London, E. (trading as G. Jacobs), cartage contractor. £16/19/6. September 21st.

Hennessy & Son, 31 Norfolk Street, Mile End, London, E., haulage contractor. £35/4/6. September 12th.

L. E. Townsend, 21 Ellanine Road, Hammersmith, London, W., motor haulage contractor. £10/2/3. September 13th.

Michael Devlin, 120 Union Road, Newcastle-on-Tyne, carting contractor. £22/1/3. September 12th.

Joseph Stockdale, East Markham, Notts., haulage contractor. £20/4/2. September 24th.

A. G. Wright & Sons (Purley), Ltd., Plough Lane, Purley, Surrey, cartage contractors. £27/7/2. September 18th.

Birmingham Transport Owners, Ltd., Dalton Street, Birmingham, transport contractors. £11/5/1. September 18th.

Simplex Carrying Co., Stafford Street, Birmingham, carriers. £33/7/6. September 19th.

D. Davies, Westfa House, Grovesend, Swansea, master haulier and bus proprietor. £17/14/6. August 31st.

J. Potts & Sons, Long Eaton, carriers. £10/5/1. September 29th.

Mark Shearman, Alfred Road, Brentwood, Essex, cartage contractor. £17/2/11. September 7th.

Jesse Edgar, 27 Virginia Street, Southport, furniture remover. £12/19/9. September 11th.

G. Spencer, 36 St. John's Road, Waterloo, Lancs., haulage contractor. £19/1/3. October 2nd.

A.B.C. Transport Co., 2 King Edward Road, Lower Edmonton, London, N., transport contractors. £18/8/6. September 21st.

D. H. Drew, 25 Basil Street, Knightsbridge, London, W., motor job master. £37/5/9. September 28th.

Geo. Saml. Burwood, 42 Clapham Road, Lowestoft, carting contractor. £24/4/0. September 26th.

Foweather Bros., 106 Cemetery Road, Barnsley, Yorks., haulage contractor. £30/15/2. September 28th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

ALFRED ERNEST LIVERTON, trading as A. E. Liverton & Co., 6 Bartholomew Close, London, and 3 and 4 Oakley Place, Old Kent Road, London, and at 27 Wyndham Crescent, as Legassick's Carriers. Transport Contractor. Receiving order September 29th. Public examination January 11th, 1924, in London. Order of adjudication, October 3rd.

ALFRED JAMES MARSH, trading as William Marsh, 1a Lodge Lane, Liverpool. Furniture Remover and Carter. Receiving order and order of adjudication, October 30th.

WILLIAM HOWELL, Sea View, Slade Road, Mumbles, Swansea. Haulier. Receiving order and order of adjudication, November 3rd.

CHARLES STRONG, the elder, 17 Vauxhall Grove, Vauxhall Road, Birmingham, late Viaduct Street, Birmingham. Late Haulier. Receiving order and order of adjudication, November 10th. Public examination, January 23rd, 1924, at Birmingham.

JOSEPH WILLIAM ANDREW METCALFE, 21 Rokeby Avenue, late 55 Sugley Street, both Lemington, Northumberland. Late Haulage Contractor. Receiving order and order of adjudication, November 8th.

WILLIAM HENRY BRYAN, 34 West Fleet Street, Salford, Lancashire. Carrier, etc. Receiving order and order of adjudication, November 10th.

FRANK JACKSON, 54 White Lea Road, Swinton, Yorkshire. Late Haulage Contractor. Receiving order and order of adjudication, November 9th.

JAMES WILLIAM O'NEIL, 17 King Street, Lancaster. Motor Haulage Contractor. Receiving order and order of adjudication, November 16th.

HERBERT CARTER, 21 Byrom Street, Runcorn, Cheshire, late trading with another as Motor Haulage Contractors, Larkfield Garage, Wavertree, Liverpool, Lancashire. Motor Haulage Contractors. Receiving order and order of adjudication, November 19th. Public examination, January 4th, 1924, at Warrington.

HERBERT MARTIN, 76 Balaclava Street, Blackburn, Lancs., late 3 Alexandra Road, and 12 Stamford Street, both Blackpool, Lancs. Haulage Contractor. Receiving order and order of adjudication, November 22nd.

JOHN CARTER, 20 Bridge Street, Coseley, Staffordshire. Haulier. Receiving order and order of adjudication, November 26th.

JOHN FREDERICK ARCHBOLD, Thorncroft, Isles Lane, Knaresborough, Yorkshire, late trading as the Trade and Commercial Transport Association, 7 Park Place, Leeds, in the receiving order described as Trade & Commercial Transport Association. Haulage Contractor. Order of adjudication, October 19th.

Notices of Intended Dividends.

DAVID WEIR, Ashmoor Kington, Herefordshire. Timber Haulier, etc. Claims to M. J. G. Scobie, C.B., Official Receiver, 2 Offa Street, Hereford.

WILLIAM ABRAHAM HUDSON, Laughton, Lincolnshire. Carrier. Claims to Frederick Charles Brogden, 10 Bank Street, Lincoln.

EDGAR HEY, Jerusalem Farm, Linthwaite, near Huddersfield, Yorkshire. Carrier, etc. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

WALTER HARRY PETERS, 161 Long Lane, Bermondsey, London, S.E. Road Transport Contractor. Claims to Arthur Hughes, 67 Basinghall Street, London, E.C.

ALBERT WRIGHT, 51 Alfred Street, Nottingham. Carting Contractor. Claims to Leslie Arthur West, Official Receiver, 4 Castle Place, Nottingham.

JAMES HENRY HEAL, Pullingers Farm, Medstead, Hants. Haulage Contractor, etc. Claims to Edward Sidney Wilson Dale, 12 Wote Street, Basingstoke.

Notices of Dividends.

CHARLES FREDERICK BLAND WOOD, 5 Airedale College Crescent, Otley Road, Bradford, formerly Haulage Contractor, now Carrier. First and Final of 3d. in the £. Payable at the Official Receiver's Office, 12 Duke Street, Bradford.

JOHN ALFRED PRICE, Prince of Wales' Inn, High Street, Saltney, Flint. General Carter, etc. First and Final of 5d. in the £. Payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

ROBERT WILLIAM GARDNER, 195 Southmead Road, Westbury-on-Trym, Bristol. Motor Transport Haulier. Supplemental of 8½d. in the £. Payable at the Official Receiver's Office, 26 Baldwin Street, Bristol.

WALLACE PRESTON, 8 Gomersal Lane, Liversedge, Yorkshire. Haulage Contractor. First and Final of 1s. 6½d. in the £. Payable at the Official Receiver's Office, 12 Duke Street, Bradford.

THOMAS JAMES HARWOOD (deceased), 9 South Street, Sebastopol, Monmouthshire. Haulage Contractor. First and Final of 10s. 6d. in the £. Payable at the Official Receiver's Office, 34 Park Place, Cardiff.

FREDERICK LANHAM, Lower Farm, Surlingham, Norfolk. Carter, etc. First and final of 1¼d. in the £. Payable at the Official Receiver's Office, 8 Upper King Street, Norwich.

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DONALD DOUGLAS COX, "Stonehurst," 145 High Street, Rushden, Northampton. Carrier. First and final of 1/7¾ in the £. Payable at the Official Receiver's Office, The Parade, Northampton.

JOHN DANIEL, Brynbrych Farm, Rhos., Cilybebill, Glam. General Haulier, etc. Supplemental of 4/11 in the £ (making 20/- in the £). Payable at the Official Receiver's Offices, Government Buildings, St. Mary's Street, Swansea.

WILLIAM ABRAHAM HUDSON, Laughton, Lincs. Carrier. First and final of 3¼d. in the £. Payable at the Official Receiver's Office, 10 Bank Street, Lincoln.

THOMAS BRICK, Woodhill Farm, Woodend Farm and Rhea Hall Farm, Highley, Salop. Haulier, etc. First and final of 10/5 in the £. Payable at 52 Whitburn Street, Bridgnorth, Salop.

The Companies Acts, 1908-1917.

THE LONDON TRANSPORT CO., LTD., 52 Gracechurch Street, London. Winding up order, November 13th.

Dissolutions of Partnership.

WILLIAM HENRY MARSH and ARTHUR STEPHENS, trading as Marsh & Stephens, Garage Proprietors, Haulage Contractors, etc., Heaton Garage, Peckham Rye, London, S.E. 30th June. All debts by William Henry Marsh.

EDWARD IKIN and EDWIN WHEATLEY RIDER, trading as Ikin & Rider, Haulage Contractors, Cowper Garage, Cowper Road, Leeds. 30th September.

THOS. E. WILSON, THOMAS ASHTON and JOHN THOMAS WALKER, trading as The Wilson Motor Haulage Company, Motor Haulage Contractors, Hadwin Street, Bolton, Lancashire. 25th May, 1923. All debts by Thomas Edward Wilson and Thomas Ashton, who will continue.

FREDERICK JOHN JACKSON, ROWLAND HENRY JACKSON and PERCY WILLIAM JACKSON, trading as Jackson Brothers, Steam Hauling Contractors and Engineers, Ross, Hereford, and Newent, Gloucestershire. 29th September. All debts by Frederick John Jackson, who will continue trading at Sellack, Ross, as F. J. Jackson.

ARTHUR DALE VAUGHAN, ALFRED EDWARD LOYD HARDCASTLE and FORTESCUE GORDON HOWARD PRIDHAM, trading as Oxney Haulage Co., Wittersham, Kent. Haulage Contractors, Carriers, etc. November 3rd.

EDWARD NIELD and HENRY BASHALL, trading as Nield & Bashall, 73 Brackenbury Road, Preston. Haulage Contractors. October 27th. All debts by Edward Nield, who will continue as Edward Nield.

FREDERICK JOHN DAVIES and DAVID JOHN ROBERTS, trading as F. Davies and Roberts, Ashburnham Mews, Pembrey, Carmarthenshire. Haulage Contractors and Carting Agents. October 8th. All debts by Frederick Davies, who will continue.

BRUCE MARLOW WRIGHT and FRANK WRIGHT, trading as B. and F. Wright, Mansfield, Woodhouse, Notts. Haulage Contractors. September 7th. All debts by Bruce Marlow Wright, who will continue as B. M. Wright.

New Companies.

George Henderson and Co., Ltd. (12,882).—Private Company. Registered in Edinburgh October 31st. Capital £4,500 in £1 shares. To acquire the business of omnibus proprietors carried on by George Henderson and Co., Duns. The first directors are: G. F. M. Henderson, 11 North Street, Duns., motor bus proprietor, H. Brook, Auburn Cottage, Selkirk, motor bus proprietor. Qualification 5 shares. Registered office: 11 North Street, Duns.

Drive Yourself Auto Renting Co., Ltd. (193,517). Private Company. Registered November 2nd. Capital £2,000 in £1 shares. To carry on the business of garage proprietors, taxi-cab, motor car and char-a-banc proprietors of motor and other omnibuses, carriages and vehicles, hirers-out of such vehicles and conveyances, etc. The first directors are: T. S. Fildes, J. S. Fildes, T. R. Fildes. Registered office: Thornton Street Works, Thornton Street, Queen's Road, Collyhurst, Manchester.

Douglas and Rowland, Ltd. (193,719).—Private Company. Registered November 13th. Capital £200 in £5 shares. To carry on the business of house, estate and general agents, auctioneers, valuers, appraisers, surveyors, builders, sanitary, gas, electric light or water engineers, painters, decorators, paperhangers, carpenters, upholsterers, cabinet makers, box and packing case makers, furniture removers, owners of depositories, etc. The permanent directors are: E. G. Iggulden, T. R. R. Douglas. Secretary: E. G. Iggulden. Registered office: 2 East Street, Herne Bay, Kent.

Parr and Sons, Ltd. (193,731).—Private Company. Registered November 13th. Capital £2,000 in £1 shares. To carry on the business of greengrocers, fruiterers, general carriers, railway and forwarding agents, warehousemen, bonded and common carmen, etc. The subscribers (each with one share) are: Matilda Parr, fruiterer, E. S. Parr, haulage contractor. The first directors are not named. Solicitors: Raphael Zeffertt and Co., 17 Coleman Street, E.C.2.

Watson, Black and Furness, Ltd. (193,760).—Private Company. Registered November 14th. Capital £4,000 in £1 shares. To carry on the business of coal and coke merchants, exporters and agents, dealers in and agents for fats and oils, furniture removers, owners of depositories, carriers, forwarding agents, dealers in horses and motor vehicles, garage proprietors, motor engineers, etc. The first directors are: W. C. Watson, S. Black, Mrs. F. Furness, N. W. Clarkson. Registered office: 59 Lower Reed Street, West Hartlepool.

E. M. D. Parkinson, Ltd. (193,871).—Private Company. Registered November 20th. Capital £10,000 in £1 shares. To take over the business of a livery stable proprietor and carting and coal agent carried on by E. M. D. Parkinson in Wakefield, and to carry on the same and the business of garage, taxi-cab, omnibus and other conveyance proprietors, etc. E. M. D. Parkinson is permanent governing director subject to holding half the issued ordinary shares. Qualification of other directors £100. Registered office: 14 Arundel Street, Wakefield.

Leech and Co., Ltd. (193,810).—Private Company. Registered November 16th. Capital £1,000 in £1 shares. To carry on the business of funeral undertakers, embalmers, coffin makers, omnibus, cab, fly and motor car proprietors, livery stable keepers, etc. The first directors are: G. Ward, J. Ward, H. Ward, N. Ward, R. Leech. Qualification 100 shares.

H. J. Woodcock, Ltd. (193,851).—Private Company. Registered November 19th. Capital £5,000 in £1 shares. To acquire the business of a draper now carried on by H. J. Woodcock at Commercial Buildings, Delavel Terrace, Blyth, as "H. J. Woodcock," and to carry on the business of furnishing and general warehousemen, silk mercers, cloth manufacturers, furriers, hosiers, glovers, outfitters, boot and shoe makers, manufacturers of and dealers in leather goods, household furniture, ironmongery, turnery, and other household fittings, furniture removers, owners of depositories, etc. The first directors are: H. J. Woodcock, H. Woodcock, R. Woodcock. The said H. J. Woodcock shall be permanent governing director so long as he holds £1,000 shares. Qualification £100. Registered office: Commercial Buildings, Delavel Terrace, Blyth.

R. Rankin and Sons, Ltd. (193,898).—Private Company. Registered November 21st. Capital £4,000 in £1 shares. To acquire the business of carting and motor haulage contractors now carried on by Hannah Rankin, at 84 Quayside, Newcastle-on-Tyne, as "R. Rankin and Sons." The permanent directors are: Hannah Rankin (chairman), W. Rankin, N. Rankin, Qualification £250. Registered office: 84 Quayside, Newcastle-on-Tyne.

Smith, Walmsley and Co., Ltd. (193,577).—Private Company. Registered November 5th. Capital £500 in £1 shares. To carry on the business of haulage and transport contractors, carriers and transporters by land and water, freight agents, railway, shipping and general forwarding agents, warehousemen, packing and removal contractors, garage proprietors, etc. The permanent directors are: J. Walmsley, J. E. Smith. Qualification £10 shares. Registered office: Dean's Garage, Back Leeds Road, Ilkley.

Higgs and Waller (Melbourne), Ltd. (194,021).—Registered November 27th. Capital £4,000 in £1 shares. To acquire the business of motor bus and char-a-banc proprietors, carried on by Messrs. Higgs and Waller at Melbourne, Derbyshire. Minimum cash subscription, 7 shares. The first directors are: J. Newbold (chairman), H. Smith, M. Earp, A. C. Knowles, A. H. Snape, T. E. Higgs, D. G. Waller. Qualification £50 shares or stock. Solicitors: A. H. Snape, Melbourne, Derby.

Crumlin Valleys Char-a-banc Co., Ltd. (193,924).—Private Company. Registered November 22nd. Capital £1,000 in £5 shares. To acquire the business carried on at Crumlin, Mon., by M. E. Dando and T. L. Williams, together with the leasehold property, chars-a-banc, cars, and assets of the proprietors, and to carry on the business of hirers of chars-a-banc, motor cars, lorries or other mechanically propelled vehicles, market house proprietors, etc., in Crumlin or elsewhere. The first directors are: M. E. Dando, T. L. Williams, (both permanent, subject to holding £100 shares). Registered office: The Garage, Kendon Road, Crumlin, Mon.

Clive Motor Haulage Co., Ltd. (193,190).—Private Company. Registered October 19th. Capital £2,000 in £1 shares. To carry on the business as indicated by the title. The first directors are to be appointed by the subscribers. Secretary: F. King. Registered office: Gas Works Lane, Penarth Road, Cardiff.

Howard Robinson, Ltd. (193,351).—Private Company. Registered October 25th. Capital £1,000 in £1 shares. To carry on the business of furniture manufacturers and dealers, timber merchants, upholsterers, china, glass and textile merchants, drapers, auctioneers, valuers, removal contractors and general carriers, furnishers, etc. The provisional directors are: G. H. Walpole, R. Levy.

Shalsons, Ltd. (193,384).—Private Company. Registered October 27th. Capital £2,000 in £1 shares. To carry on the business of timber merchants, buying and selling agents, importers and exporters, land, house and estate agents, auctioneers, cabinet makers, upholsterers, furniture manufacturers and removers, owners of depositories, warehousemen, carriers, etc. Registered office: 287 Bethnal Green Road, E.

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Mortgages, Charges and Satisfactions.

Tom Garnett, Ltd.—Two Legal Mortgages on certain lands and premises in Stockton Heath, Ches., both dated September 14th, 1923, to secure all moneys due or to become due from company to the Westminster Bank.

Northampton Motor Omnibus Co., Ltd.—Particulars filed of £4,000 debentures authorised June 28th, 1923, charged on the company's undertaking and property, present and future, including uncalled capital; the whole amount being now issued.

Watford Express Carrier Service, Ltd.—Particulars filed of £1,000 debentures authorised September 28th, 1923, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £400.

Jarvis Robinson Transport, Ltd.—Particulars filed of £30,000 debentures authorised October 2nd, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

R. Bainbridge & Co., Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital dated October 29th, 1923, to secure all moneys due or to become due from company to Bank of Liverpool and Martins, Ltd.

Scott & Co. (Cornwall), Ltd.—Mortgage dated August 22nd, 1923, to secure £400 charged on certain land at Trehane, Cornwall. Holder: H. P. Kelly, Trehane, Cornwall. (Registered November 8th, pursuant to Order of Court.)

Cumberland Motor Services, Ltd.—Mortgage dated October 17th, 1923, to secure £5,000 charged on certain land in Whitehaven. Holder: H. Meageen, Scotch Street, Whitehaven.

Carter & Lidstone, Ltd.—Particulars filed of £4,000 debentures authorised October 22nd, 1923, charged on the company's property, present and future, including uncalled capital, the whole amount being now issued.

Gordon Transport Co., Ltd.—Issue on November 21st, 1923, of £100 debentures part of a series already registered.

McLaren & Prowde, Ltd.—Debenture dated November 14th, 1923, to secure £1,500, charged on the company's undertaking and property, present and future, including uncalled capital. Also second debenture of even date, to secure £500, charged on the same property, subject to such of the £2,500 first debenture stock of the company (whether issued before or after this issue), outstanding for the time being. Holder: A. H. Clark, A.M.I.C.E., Sunningdale, Molesey, Surrey.

Bute Docks Motor Engineering & Transport Co., Ltd.—Satisfaction in full on October 22nd, 1923, of debentures dated May 6th, 1921, securing £3,000.

J. R. Munday, Ltd.—Satisfaction in full on October 1st, 1923, of charge dated February 9th, 1910, securing all moneys due or to become due from company to Westminster Bank, Ltd.

Wm. Hill & Son (Carriers), Ltd.—Satisfaction in full on October 17th, 1923, of mortgage dated October 24th, 1921, securing £6,000.

Litchfield & Soundy, Ltd.—Satisfaction in full on October 2nd, 1923, (a) of charge dated April 13th, 1922, securing £14,000 and further advances and (b) of mortgage dated November 15th, 1918, securing £80,000.

A. B. Norris, Ltd.—Satisfaction in full on January 31st, 1923, of debenture dated January 4th, 1922, securing £1,785. (Notice filed October 15th).

London Parcels Delivery Co., Ltd.—Satisfaction (a) to the extent of £47,400 of mortgages, charge and debentures dated August 1st, 1888, to January, 1905 (registered July 28th, 1908, under Section 12, 1907 Act) securing £55,750, (b) in full of charge dated April 30th, 1909, securing all moneys owing from time to time by the company to Westminster Bank and (c) in full of mortgage dated September 29th, 1909, securing £800. (Notice filed October 15th, 1923).

City and Provincial Road Transport Co., Ltd.—Satisfactions (a) in full on September 29th, 1923, of debenture dated October 5th, 1921, securing £500, and (b) to the extent of £200 on the same date of debenture dated February 14th, 1923, securing £550.

Goodchild & Co., Ltd.—Satisfaction in full on October 1st, 1923, of debenture dated July 26th, 1922, securing advances from time to time.

William Truckel, Ltd.—Satisfaction in full on April 30th, 1923, of debenture dated August 15th, 1902, securing £1,550. (Notice filed October 2nd, 1923).

Tom Garnett, Ltd.—Satisfaction in full on August 3rd, 1923, of two mortgages, both dated October 7th, 1922, securing all moneys due or to become due from company to the London Joint City and Midland Bank, Ltd.

Receiverships (Appointment or Release).

Kenyon Transport Co., Ltd.—F. T. P. Deyes, of 51 North John Street, Liverpool, was appointed Receiver on November 1st, under powers contained in debenture dated June 2nd, 1923.

Express Hauliers, Ltd.—F. S. Salsman, of 1-2 Bucklersbury, E.C., ceased to act as Receiver or Manager on October 4th, 1923.

Bolton Insulated Transports, Ltd.—A. L. Tytherleigh, of Glenthorne, Chorley Old Road, Bolton, ceased to act as Receiver or Manager on November 7th, 1923.

Wapping Transport Co., Ltd.—C. A. Watson, of B22 The Temple, Dale Street, Liverpool, ceased to act as Receiver or Manager on November 13th, 1923.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

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Information Bureau Coupon.

DECEMBER, 1923.

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 232. JANUARY 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

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Editorial Notes.

Street Accidents in London.

The increase in the number of street accidents in London demands the urgent attention of every user of vehicles whether motor or horse-drawn and whether for business or private purposes. At a Meeting of the London "Safety First" Council, Mr. H. E. Blain, C.B.E., the Chairman, gave statistics showing that in spite of the active propaganda carried on by the Council and the persistent endeavours to instill the words "safety first" into the minds both of drivers of vehicles and pedestrians the number of accidents in the streets of London during the nine months ended September 30th last had increased to a very marked extent. In his speech Mr. Blain sets forth very ably and concisely the statistics and also deals with the tremendous increase in the traffic using the streets during the period under review as compared with former years. This, of course, is the only redeeming feature in the report, showing that although the number of accidents has increased yet in relation to the increase in traffic the outlook is not so bad as would appear. During the nine months there were 478 fatal accidents, of which 337 were caused by motor cars, motor vans, etc., 86 by motor buses and tramcars, 33 by horse-drawn vehicles, and 22 by pedal cycles. The number of non-fatal accidents amounted to 50,743, making a total of 51,221, an increase of 9,267 on the similar period of 1922. The vehicles included in the total number of accidents were as follows:—mechanically-propelled vehicles 37,323, horse-drawn vehicles 6,463, pedal cycles 7,435. As we well know the London "Safety First" Council has issued a very large number of posters and in many other ways has tried to educate the public as well as drivers of vehicles to the importance of exercising the utmost care to prevent such accidents happening, and the same subject is one upon which the Council is concentrating its attention to an even greater extent. Mr. Blain, in his speech, pointed out the fact that in 1913 there were 26,000 mechanically-propelled vehicles in Great Britain and Ireland, whereas to-day there are a million and this figure is still rapidly growing. He suggests that a step towards the solution of the street accident problem would be the granting of power by legislation to inquire into and report upon every fatal and serious accident occurring in the streets as is the case with the railways. Our object in referring to this subject is to emphasise the fact that it is the duty of every owner of vehicles to support the movement and to use his personal influence to instill in the minds of his drivers the necessity for caution and care in driving.

The Motorway.

Everyone ere this has either read about, or heard of Lord Montagu's proposal to construct a motor road connecting London-Birmingham-Manchester and Liverpool, and that if the scheme materialises other similar roads are to be constructed. We call attention to an article, dealing with the scheme, published on another page, and we invite comments thereon and on the principle of the scheme generally. So far the proposal, as might be expected, is meeting with much objection from railway interests, and also the National Council of the Commercial Motor Users' Association has decided against it, although the objections of the latter body have not yet been defined. The proposal at first was to obtain Parliamentary powers by a private bill to build the road and then to float a company and so obtain the necessary funds for its construction. The promoters have now decided to adopt another course. The Bill will be a public one and the government is to be asked to give financial assistance in some form. It is admitted unanimously that such roads are a growing necessity, but there is a difference of opinion as to how they shall be financed. Some say that the government should not finance them either wholly or partially, others say that the government should build them entirely, whilst others again say that private enterprise is the only thing. We have not yet seen any well-considered adverse criticism, in fact, each adverse critic so far has hopelessly contradicted himself in the one letter. The figures given in the article we publish elsewhere in this issue are, of course, only estimates. The figures representing the cost of fuel on ordinary roads are, we consider, low and we do not think a 25 per cent. saving

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sufficient to allow for running on an ideal road. The reason for our making this statement is that recently a well-known make of six-ton vehicle, running on a specially-selected road, showed a fuel consumption of no less than 123 ton-miles per gallon of petrol or at a cost of about 1½d. per vehicle mile for the fully-loaded vehicle. Such figures, of course, are of very little value to the general user, because the engine equipment of the vehicle was only half the horse power of the engine it is found necessary to standardise for a vehicle of this capacity for general work. Nevertheless, the performance shows what can be done under ideal conditions, and our idea of a motor road is that it should provide such ideal conditions, in which case the gross saving in operating a six-ton vehicle upon it would work out at well over a penny per ton mile with a fully-loaded vehicle. The whole point at issue with regard to the Motorway appears to us to be the method of finance. The need for motor roads is admitted but if they are not to be built by the government, nor with the assistance of the government, nor by private enterprise, then how are they to be built? for it is a positive fact that we cannot grow them! Again we invite our readers to express their views on the subject.

The Amenities of the Road.

We are delighted to learn that at long length there is a voluntary movement on the part of large advertising business firms to remove their flaunting roadside advertisement boards. Amongst the latest to notify their decision to remove these offensive signs are the Anglo-American Oil Co., Ltd., Shell Mex, Ltd., and the British Petroleum Co., Ltd., and with these excellent examples we have no doubt that other firms will adopt the same course. Tyre firms, including the Michelin Tyre Co., Ltd., and Spencer Moulton & Co., gave the lead, but we understand that the Dunlop Company offered, some years ago to remove their signs provided other tyre firms would agree to do the same. The beauty of English roads is largely responsible for the popularity of motoring in this country, not perhaps the commercial motoring industry so much as the pleasure motoring section, nevertheless, the commercial motor benefits by the popularity of pleasure motoring, in that it represents largely the catering department for the motor touring community. By removing signs which are offensive to the aesthetic, the firms concerned are undoubtedly making a host of friends. We hope this is only a beginning of a movement to add to the beauties of our roads. The motoring associations have taken a prominent part in advocating the removing of these signs and yet they themselves are not entirely without blame. No one can say that the associations' direction signs are an improvement to the landscape though they are very useful, but they are cheap and startling in colour and obvious advertisements. We all agree as to the necessity for adequate direction signs, but we think it would be far better in the cases where local authorities are either too poor or too parsimonious to put up signs themselves, for the associations to offer them financial assistance in the erection of sign posts of standard and artistic design. The associations may claim that by comparison their methods of advertising are refined, nevertheless with this we do not agree. There would be an excuse for a trading firm in adopting such a method but there is no excuse for associations which claim to set the example, to do so. Roadside telephone boxes also, though admittedly exceedingly useful, need not be designed to have the appearance of watchman's huts and plastered with advertisements. Our road improvement schemes too are not always considered with due regard to the retention of the natural beauties of the road. Often, where a new bridge is substituted for an old one, the new bridge leaves much to be desired from the artistic point of view. We see no reason why strength should be provided at the sacrifice of beauty. We congratulate the firms who have decided to remove their offensive signs and trust that they will now throw in their weight on the side of those who desire to add to the beauty of our countryside.

Running Costs.

The daily press is at present publishing a series of running costs of motor vehicles of various capacities, with which we regret to state we are not in agreement. We believe we were the first to attack the, at one time, common practice of publishing running costs which gave the inexperienced reader the impression that the cost of motor transport was much cheaper than was the case in actual practice. Many of these running cost figures to which we refer are described as actual results taken from the books of leading firms. We do not wish to question the truth of this assertion, but at the same time we maintain that they are misleading and likely to do more harm than good to the motor carrying industry, including the manufacturer as well as the carrier, as they are of value only to those who thoroughly understand the subject and misleading to those who do not. The technical motor press has long since given up publishing these over optimistic estimates, and though we still like to pick fault with each others figures, it cannot as a rule be said that we do not give ample explanation. What we object to is the practice of publishing figures obtained from records kept by large firms who are particularly favourably placed to obtain maximum economy. For the 12-ton six-wheeler our estimate for tyres is 1·87 pence per mile, and even this we are putting in our Year Book with some misgiving. We believe that under very favourable conditions as much as 14,000 miles per set of tyres can be obtained, and a set of British-made tyres costs about £105. We would not advise an owner of one or two 12-ton six-wheelers to estimate for over 12,000 miles. We are quite aware that owners of large fleets of vehicles can get special terms from tyre manufacturers, but there have to be very favourable circumstances before very low prices can be obtained. There are two other items we would like to mention, one being depreciation at the rate of 15 per cent., and the other repairs. In the fleet referred to not one of the vehicles is over 12 months old, but this particular correspondent says, when referring to the fuel bill, that the latest models give far better results than those first purchased. If there can be such an improvement inside 12 months, what about the depreciation of the earlier models? They are already outclassed by the latest models and, therefore, the depreciation of the earlier models must of necessity be very much heavier. No sane man dare estimate on 7½ years useful life, because if he does he will be hopelessly outclassed in competition by owners of more up-to-date fleets. With regard to repairs; already in this fleet not 12 months old, the repairs amount to 1.06 pence per mile notwithstanding the fact that not one of them should as yet have needed an overhaul. Another table gives the estimated running costs for a 6-cwt. three-wheeler based on 300 miles per week. For a small vehicle of this description 300 miles per week is excessive; we doubt if a trader delivering light parcels, for which purpose these vehicles are mainly used, could average 200 miles per week, and even with 200 miles per week we suggest that the estimated life should be not more than four years instead of five; therefore, the standing charges should be distributed over 10,000 miles instead of 15,000 miles per annum, and the depreciation should be approximately £44 per annum instead of £35. The item for tyres—£24—can remain the same as for 15,000 miles. These alterations make a vast difference as our readers will understand. It is, no doubt, with the very best intention that the figures to which we refer have been published, but as we have stated, without very full explanation, they are more harmful than useful.

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The Need for Motor Trunk Roads.

The need for trunk roads for the exclusive use of motor vehicles is practically admitted unanimously, but what is exercising the minds of all concerned is the question as to how their construction and maintenance shall be financed. The proposal to construct a motorway from London to Liverpool by private enterprise has called forth a good deal of press comment, both for, and against the scheme. The strongest argument in favour of the scheme is undoubtedly the objections raised against it by railway interests, which can see in it, should it materialise, a very formidable and unlooked for rival. Just as the railway companies have amalgamated so as to avoid expensive competition amongst themselves, so that they can curtail their services, maintain their rates and cut down their overhead charges, just as they are congratulating themselves that they have a fair and unruffled future before them, there comes along the proposal to construct motor trunk roads of such strength and gradients as to enable motor vehicles to compete with them in practically every class of traffic! The railway interests are frankly afraid of the development, as it would undoubtedly immediately put an end to a monopoly they have held for so many years.

On the other hand a certain minority section of the road transport community hail the proposal with a certain amount of misgiving. In spite of the fairly heavy taxation on vehicles they choose to regard the public road as being free to them to run upon. There is no use in attempting to blink what is their real fear; they can see for themselves that our roads are already costing the country more than the country can afford, and they anticipate that in the event of construction of roads, intended exclusively for the use of motor vehicles, that the government will by some means or other force owners of motor vehicles to use and pay for their maintenance. Their estimate of what it costs to maintain a road is derived from the figures periodically issued by the Ministry of Transport, which show that heavily trafficked roads may cost anything up to £1,000 per mile per annum to maintain in decent condition. They do not as yet appear to have realised the advance made in road construction and that a properly built road of to-day is more or less a permanent structure requiring only a nominal outlay for maintenance. Moreover, the relationship between the road and the vehicle is imperfectly understood. If a road is sustaining damage to the extent of £1,000 per mile per annum it is obvious that the owners of vehicles using the road are out of pocket to an amount far in excess of that figure. A road requiring such a large annual outlay to maintain is obviously poor in character. The crust is continually giving way under the weight it is carrying, and, quite apart from damage transmitted to the mechanism of the vehicles, the waste of power must be very great, which, when translated into terms of money, must represent a very heavy annual charge.

It is plain that in return for the heavy cost of road maintenance, borne partly by the motor vehicle tax, there is no compensating advantage to the vehicle owner, and the more a road costs to maintain the less suitable is it for his purpose. A vehicle tax is only heavy when there is no equivalent compensation in the form of improved running facilities. If the running costs could be cut down by one half or one quarter then the present industrial motor tax would appear but a trifling affair. But there is no prospect of such a consummation for some generations to come under the present system of government road finance. Every penny of revenue is swallowed up in road patching, and the motor vehicle gets no compensating advantage. Even the new roads which are being built are not of sufficient strength to carry heavy traffic such as may be expected to come on them very shortly.

The development of road transport has been phenomenal and it has reached its present unlooked for advanced stage in spite of handicaps of the heaviest description. Some of these handicaps are as follows:—Bad road surfaces, inclines too steep, carriageways too narrow, turnings too acute, and, later, road traffic congestion, to which may be added railway competition and prejudice against the commercial motor. In the very early days the railway companies treated competition by road with much contempt, although wherever there was a motor service competing directly with the railway company, the railway company would cut rates so as to kill competition. In the early days, for instance, there was established a motor service between Coventry and Birmingham, this was in the year 1903. The railway company reduced the rates on the particular commodities the service was carrying. At that time the Coventry-Birmingham road carried little more than 200 tons of traffic per day. To-day it carries upwards of 5,000 tons per day; this goes to show that the railway cannot kill road transport by cutting the rates. The same thing has happened on the Manchester-Liverpool road: in 1903-1904 the tonnage did not amount to 500 per day, whereas now it is upwards of 3,000,000 tons per annum.

At length, therefore, the railways have been forced to recognise that road competition is a power to be reckoned with and that with the provision of additional facilities a still greater percentage of traffic will go to the roads. But the roads are already carrying practically as much traffic as they can, and the time has arrived when the cost of road maintenance is so heavy as to reduce the value of road transport to the nation. For some time past the railways have been regarding this development with equanimity, supposing that the time would very soon arrive when the Government would have to impose such heavy taxation on the motor vehicles that road competition could be discounted, therefore, the proposal to build strong and suitable trunk roads is not regarded by them with favour.

The position at the moment is one which calls for a bold policy. Since no increased assistance can be expected from the public funds there appears to be no alternative to private enterprise, or at least it is certain that no better proposition has been put forward. If exclusively motor roads are provided they will offer the following definite advantages to those using them:—

(1) Gradients nowhere exceeding 1 in 40; (2) Hard and smooth surfaces; (3) Easy curves; (4) No traffic congestion; (5) No axle weight limit beyond that which is practical—probably 12 to 14 tons per axle; (6) No limit to number of trailers used; (7) No speed limit for heavy vehicles.

These are material advantages which would be valuable for standard vehicles of to-day, but, undoubtedly, with the opening of such roads there would be modifications in the construction of motor vehicles making for greater economy still. Firms would place vehicles on these roads which would not leave them. As high average speed could be obtained on such roads with half the engine power required on ordinary roads and there would be much fuel economy in consequence. Powerful tractors could be used hauling a dozen or more trailers which could be hauled separately from the road termini by light tractors, to their destinations. There would be economy in tyres as there would be practically no brake work and there would be a large saving in the repairs account, whilst the rate of depreciation would be governed rather

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by the advance made in vehicle design, than actual depreciation of the chassis.

The above are some of the possible economies incidental to an ideal road and no doubt there would be many others in actual practice. The time factor has not yet been considered. This is undoubtedly of immense value. A city merchant, recently writing to *The Times,* stated that it now takes five days for a 5-ton load to reach Liverpool by rail; on a motor road the load could be delivered in Liverpool in from 10 to 12 hours. The value of such accelerated delivery is not easy to estimate.

It will be of interest to compare the estimated running costs of 5, 6 and 10/12-ton vehicles over ordinary roads with estimated running costs over an ideal road such as the Northern & Western Motorway it is proposed to build.

In the "WORLD'S CARRIERS YEAR BOOK & DIARY" the standing charges per annum are given as follows:—5-ton £514, 6-ton £539, and 12-ton £586. The standing charges include, interest on capital, depreciation (at 20 per cent.), insurance, rent, driver's wages and tax. If a vehicle were run exclusively on a privately-owned motorway there would not be a tax but a toll or permit would be substituted. With regard to actual running costs, in actual practice very diverse results are obtained, the number of stops per mile and the condition and gradients of the roads having a marked effect on the fuel consumption particularly. With regard to fuel consumption, recent official trials have shown that with a low powered engine on a fully-loaded 6-ton chassis as much as 11 miles to the gallon can be obtained on selected roads; but that is very little guide for actual practice where in the first place the driver is usually no better than the average and is paying very little attention to fuel economy. In this case, for the purpose of comparison, we will assume a straight run and a fuel consumption of 6 miles to the gallon for a 5-ton vehicle and 5 miles for a 6-ton vehicle and 4 miles for a 10/12-ton six-wheeler; this with petrol at 1/6½d. per gallon works out at 3·1d. per mile for the 5-tonner, 3·7d. per mile for the 6-tonner, and 4·62d. per mile for the 10/12-tonner. On an ideal road it is not too much to assume that there would be a saving of at least 25 per cent. If it is found that engines of half the horse power of those usually fitted as standard on these vehicles, will give a sufficient road speed, the petrol consumption would be reduced by quite one half, nevertheless, we will assume 25 per cent. only. Allowing 12,000 miles for the set of tyres on ordinary roads, the tyre bill works out at 1·6 for the 5-tonner, 1·74 for the 6-tonner and 1·84 for the 10 and 12-tonner. On an ideal road the tyre mileage would easily be doubled. Again, with regard to repairs: on an ideal road the repair bill would not be more than half that when the vehicles are used on ordinary roads. For 5 and 6-tonners we allow 3d. per vehicle mile for repairs and on the 10/12-tonner 4d. per mile. We have stated also that depreciation would be less by 50 per cent. on an ideal road, but we propose to retain 20 per cent. for this item in our estimates because as we have already stated motor roads will create new designs and it will be some time before an entirely satisfactory standard of efficiency is reached.

Any of the vehicles mentioned can maintain an average speed of 12 miles per hour on ordinary roads. To maintain this speed they have frequently to accelerate to as much as 30 miles per hour to make up for the time lost when climbing up hill or crawling through traffic. On an ideal road they could easily maintain an average of 25 miles per hour but we assume 20 only. The comparative figures for an eight-hour day then are:—96 miles on an ordinary road and 160 miles on an ideal road. Assuming 280 working days per year the standing charges per day are as follows:—the 5-tonner £1/16/8, 6-tonner £1/18/6, and for the 10/12-tonner £2/1/10.

The following table, therefore, gives the approximate saving which would be effected on an ideal motor road as compared to running on an ordinary road:—

	5-TONNER.		6-TONNER.		12-TONNER.	
	Ordinary Road 96 Miles	Motor Road 160 Miles	Ordinary Road 96 Miles	Motor Road 160 Miles	Ordinary Road 96 Miles	Motor Road 160 Miles
Standing Charges	£1 16 8	£1 16 8	£1 18 6	£1 18 6	£2 1 10	£2 1 10
Running Costs	£3 5 7	£3 5 8	£3 12 0	£3 13 4	£4 4 0	£4 10 6
Cost per day of 8 hours	£5 2 3	£5 2 4	£5 10 6	£5 11 10	£6 5 10	£6 12 4
Cost per Mile	12.7d.	7.6d.	13.8d.	8d.	15.7d.	9.9d.
Cost per ton Mile	2.54d.	1.52d.	2.3d.	1.33d.	1.3d.	.75d.
Saving by motor road per ton mile	1.02d.		.97d.		.55d.	

The table, it must be understood, shows approximate figures only for standard vehicles as we now have them and for loads representing the maximum loads permissible on ordinary roads, although there are one or two vehicles which we understand can carry legally up to 15 tons. We may take it, therefore, that loads beyond 15 tons would be impossible on ordinary roads, so that all loads upwards of that weight will be providing economy impossible on roads to-day, and, even if a toll of one farthing per ton mile is charged, the cost of transport will compare favourably with canal transport or transport by rail, but the convenience and speed of delivery will be superior to that of any other form of inland transport and this is a point we have to bear in mind when considering trunk roads for motors.

Parcel Traffic Competition.

According to the 1922-23 report of the Bradford Corporation Tramways Committee, which has a parcels delivery department, competition for parcel traffic, by both railway and road carriers, is very much keener than has been the case for many years, but the department continues to hold its own very well.

The income from the department during the year amounted to £14,317 13s. 6d. compared with £17,359 10s. 9d. the previous year, a decrease of £3,041 17s. 3d. The working expenses show a reduction, being £12,921 11s. as against £19,935 9s. 8d. The general position of the department has improved during the year as shown by the fact that whilst there was a deficit last year, after allowing for Interest, Sinking Fund, etc., of £3,101 11s. 11d. the surplus this year is £509 13s. 5d., the net value of the improvement being £3,611 5s. 4d.

In the last annual report, attention was drawn to the new scale of wages for parcel messengers, set up by the National Joint Industrial Council. This scale fixed a much reduced pay for the boys and came into operation by three cuts, namely, February 28th, 1922, April 25th, 1922, and June 27th, 1922. The reduced scale of wages has, to a very large extent, been the means of converting last year's loss of £3,102 to a profit of £510 this year. At the same time, the number of parcels handled by the department during the year, has increased from 771,448 to 803,577.

The report of the Aberdeen Corporation Tramways Committee, which also has a parcels department, for the year ended May 31st, states that the parcels traffic showed a substantial increase for the year. The revenue being £1,412 compared with £1,262 the previous year. The expenses incurred in connection with the working of the Parcels Delivery System amounted to £667 10s. 5d., compared with £635 0s. 11d. for the previous year, an increase of £32 9s. 6d., leaving a profit of £745 3s. 8d. for the year.

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Notes and News.

Institute of Transport Fifth Annual Dinner.—The Fifth Annual Dinner of the Members of the Institute of Transport will be held at the Savoy Hotel, London, on Thursday, February 14th next. The President, Sir Joseph Broodbank will preside and will hold a Reception at 7 o'clock, the Dinner commencing at 7.30. A very representative and distinguished company is expected and a programme of instrumental and vocal music has been arranged. Members who have not yet applied for tickets should write without delay to the Secretary, at 15 Savoy Street, Victoria Embankment, London, W.C.2.

General Manager, Southern Railway Group.—As had been foreshadowed the announcement is now made that Sir Herbert Walker, as from January 1st, is in control of the railways comprising the Southern Group, as General Manager. Sir Herbert Walker, who has had a long career in the railway service, commenced with the London & North Western Railway, leaving this Company to become General Manager of the London & South Western Railway, in 1912. He received the honour of knighthood in 1915, and was made a K.C.B. in 1917.

New Year's Honour for L. M. & S. General Manager.—Included in the New Year's Honours is the name of Mr. Arthur Watson, C.B.E., LL.D., the General Manager of the London, Midland & Scottish Railway, upon whom the honour of knighthood has been conferred. Sir Arthur Watson has had a distinguished railway career, first in the service of the Lancashire & Yorkshire Railway, of which company he become General Manager in 1919, and later occupying the joint position of General Manager of the London & North Western Railway and the Lancashire & Yorkshire Railway. When the London Midland & Scottish Railway Group was formed he became General Manager, his appointment dating from January 1st, 1923.

Southern Railway Appointments.—The following appointments have been made in the Department of the Chief Commercial Manager of the Southern Railway:—Mr. G. H. H. Dean, General Assistant to Chief Commercial Manager; Mr. H. Humphriss, Assistant to Chief Commercial Manager for Staff and Statistics; Mr. A. H. Lingard, Assistant for Rates and Fares; Mr. A. N. Carter, Assistant for Claims; Mr. C. Cooper, Deputy Continental Assistant; Mr. H. Robins, Assistant to Outdoor Commercial Manager; Mr. R. Buxton, Assistant to Outdoor Commercial Manager for Cartage and Canvassing; Mr. F. S. Bridge, London Divisional Commercial Manager, London Bridge; Mr. E. Sturgess, Assistant London Divisional Commercial Manager; Mr. C. Giles, London (Western) Divisional Commercial Manager, London Bridge; Mr. P. Nunn, Assistant London (Western) Divisional Commercial Manager; Mr. W. A. Brown, Eastern Divisional Commercial Manager, Dover; Mr. G. Bishop, Assistant Eastern Divisional Commercial Manager; Mr. R. L. Whitworth, Southern Divisional Commercial Manager, Brighton; Mr. L. Sears, Assistant Southern Divisional Commercial Manager; Mr. J. P. Milton, Central Divisional Commercial Manager, Southampton; Mr. F. P. Watts, Assistant Central Divisional Commercial Manager; Mr. W. T. Venton, Western Divisional Commercial Manager, Exeter; and Mr. S. G. Hartnell, Assistant Western Divisional Commercial Manager.

National Furniture Warehousemen's Association of America.—We have received a booklet giving particulars of the Fourth Semi-Annual (Winter) Meeting of the National Furniture Warehousemen's Association which is being held in conjunction with the Thirty-third Annual Meeting of the American Warehousemen's Association and the Sixteenth Annual Meeting of the Central Warehousemen's Club. This is taking place at the Hotel Galvez, Galveston, Texas, from January 21st to 26th inclusive. As usual a very elaborate programme, not only of meetings but of social events, has been arranged and our friends in the United States show us how thoroughly they do these things not only on the business side but on the pleasure side as well.

John Allen & Sons (Oxford), Ltd.—The name of John Allen is known to everyone connected with the National Traction Engine Owners' and Users' Association and all those concerned with this business. The firm of which Mr. Allen is governing director was established in 1868 as the Oxford Steam Plough Co., Ltd., Cowley, Oxford, and has carried on business under this title up to the end of last year. We are now informed that the business has developed in so many directions that they find the name which they have always traded under is somewhat misleading to prospective customers. As from January 1st the name has been altered to John Allen & Sons (Oxford), Ltd. This change is purely a nominal one and no alteration has taken place in the ownership, management, or policy of the company. We give an extract from the letter which we have received announcing this change:—"Our present activities consist of general engineering and boilermaking. We specialise, in particular, in repairs to road rollers, tractors, steam wagons, etc. We are patentees and sole manufacturers of 'Allen' scarifiers, and were pioneers of steelplating steam roller wheels. Our outside departments are concerned in a large way with the hiring out of road rolling and hauling plant as well as steam ploughing tackles, etc. As actual users for over 50 years we have been able to obtain an unique experience of the requirements of rolling and allied trades. We think we may fairly claim to have earned a reputation second to none in our particular business."

F. W. & R. A.—New Members.—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association:—Messrs. George Willis, 146-8 East Barnet Road, New Barnet; Townson & Ward, Ltd., Duke Street, Barrow-in-Furness; Stephen Triner, Edensor Garage, Longton, Staffs.; and Longmore & Fraser, High Street, and Castle Street, Banff.

London Cartage & Haulage Contractors' Provident Institution.—The annual dinner in aid of the funds of the London Cartage & Haulage Contractors' Provident Institution will be held at the Connaught Rooms, Great Queen Street, W.C., on Tuesday, January 22nd, when Lord Askwith, who is so well remembered for his work as the Chief Industrial Commissioner when he was Sir George Askwith, will preside. It is not necessary to say much about this institution which has been established for so many years for the purpose of aiding the aged and necessitous members of the trade and their dependents, and also in maintaining, clothing and educating the children of such members or of deceased members where circumstances warrant such assistance. The Hon. Secretary, Mr. R. P. Bailey, will be glad to hear from any members of the trade who have not yet applied for tickets (15/- each exclusive of wine), at 17 Water Lane, Great Tower Street, E.C.3.

C. A. Baldwin & Co.—By an unfortunate mistake the annoucement of Messrs. C. A. Baldwin & Co., appearing in the WORLD'S CARRIERS YEAR BOOK AND DIARY for 1924, gave the old address from which they have removed since the early part of last year. We take this opportunity of drawing the attention of our readers to their present address—18 St. Thomas' Street, London Bridge, S.E.1, where they will be pleased to hear from any members of the road transport industry. Messrs. C. A. Baldwin & Co., are contractors to H.M. Government as engineers, merchants and manufacturers, specialising in valves and fittings, pulleys, shaftings, beltings, jointings, packings, asbestos and rubber goods of every description. Their advertisement appears in this issue on page 39.

C.M.U.A., Exeter.—Mr. P. W. Ridpath is now the Divisional Secretary of the Exeter branch of the Commercial Motor Users' Association and all motor users not already members should get in communication with him at 63 High Street, Exeter.

The Scottish Motor Exhibition.—The Scottish Motor Exhibition is to be held again this year in Kelvin Hall, Kelvingrove, Glasgow, and will open on January 25th and continue till February 2nd. The Scottish Show differs from those held at Olympia in that both pleasure and commercial motors are included in it. The majority of commercial motor manufacturing firms and concessionaires for foreign cars will be exhibiting there, some under their own name but the majority on the stands of their Scottish agents. The Scottish Show has always been a successful one, and this year again, we understand, the organisers have every reason to be well satisfied with the number and variety of exhibits.

Death of Mr. Edgar C. Brown.—We regret to report the death from pneumonia, on December 14th, last, of Mr. Edgar C. Brown, of Victor Brown, Blackburn & Co., 4 and 5 Wormwood Street, E.C., and brother of Mr. Victor Brown. Mr. Brown was well-known in the Removal and Warehousing Trade, and was esteemed far and wide, apart altogether from business, as a man of high ideals and lovable personality. He was a Liveryman and a Member of the Court of Assistants of the Gold and Silver Wyre Drawers' Company. At Palmers Green where he resided he was held in high regard as one of the leaders of the local Congregational Church, of which place he was one of the founders. In the words of an old friend, "The world is the poorer by the death of such a man."

Forthcoming Events.

January 15th and 16th. — Conference of Representatives of Scottish Road Authorities, City Chambers, Edinburgh.

January 16th.—Institute of Transport. (North Western Local Section, Manchester). Paper by Mr. H. Mattinson, entitled "Passenger Transportation of Industrial Areas."

January 25th to February 2nd.—Scottish Motor Show, Kelvin Hall, Glasgow.

February 4th.—Institute of Transport. Paper by Mr. R. J. Howley, C.B.E., entitled "Road Transport in Relation to the General Transport Problem of the Country."

February 19th.—Institute of Transport (Graduates and Students). Papers by Mr. R. C. Reynolds, O.B.E. (Road), and Mr. C. L. Edwards, C.B.E. (Railway), entitled "Salient Points in Transport Accountancy."

February 20th.—Institute of Transport (North Western Local Section, Liverpool). Paper by Prof. E. R. Dewsnup, entitled "Some Aspects of the Problem of Inland Transport."

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The London Shipping and Forwarding Agents' Conference.

Annual Dinner.

THE Annual Dinner of the London Shipping and Forwarding Agents' Conference was held at the Connaught Rooms, London, on Monday, January 7th last.

Although the year just closed did not bestow upon the trade of the Port that prosperity which was foretold on the occasion of the last banquet, the speakers this year, nothing daunted, spoke words of quiet confidence that the year 1924 would witness a rehabilitation of trade. May this prove to be so.

The Chairman of the Conference, Mr. M. E. Duffett (Messrs. J. D. Hewett & Co., Ltd.), presided, and numbered amongst the guests were Mr. James Blair (Nippon Yusen Kaisha Shipping Line), Sir Burton Chadwick, M.P., Mr. H. S. Gwyn (Bethell, Gwyn & Co.), Mr. W. Howard Horder (Union Castle Line), Mr. R. W. Jones (Aberdeen Lines), Mr. S. L. Jude (Liverpool Shipping and Forwarding Agents' Association), Mr. A. de V. Leigh (Secretary, London Chamber of Commerce), Mr. W. Miles, Mr. D. J. Muirhead (P. & O. Line), Mr. D. J. Owen (General Manager, Port of London Authority), Mr. J. B. Parkhouse, O.B.E. (L. M. & S. Railway) Captain J. R. Westcott (Messrs. Westcott & Laurance Line, Ltd.), and Mr. E. W. Willis (Editor, THE WORLD'S CARRIERS).

It is an axiom that the Shipping Agents' Dinner is one of the most successful transport banquets, and the 1924 entertainment maintained, possibly surpassed the excellence of its predecessors. The Chairman who was ably assisted by Mr. W. B. Woolley (the Hon. Secretary) is to be heartily congratulated.

A very excellent concert added materially to the enjoyment of the evening.

After the loyal toasts had been submitted from the chair and honoured with enthusiasm, Sir Burton Chadwick, M.P., proposed the toast of London Overseas Trade and said that in any community of Britishers but particularly in such a gathering as that the subject of Overseas Trade was of the greatest interest and importance. In his view there were two sections of our Overseas Trade, viz., Foreign and Imperial, and this distinction was political rather than commercial.

Were they doing everything to improve and develop Overseas Trade? In his view one of the most important advances that had been made was the creation of a special Government Department for the assistance of Overseas Trade. Up to a few years ago Germany, and to a small extent the United States, were the only countries whose Governments devoted attention to giving direct commercial assistance to their respective nations, but the war and the difficulties resulting from war brought home to Great Britain the realisation that greater assistance to our traders was an urgent necessity. During recent years in the great and justified outcry against Government extravagance there had been those who advocated the abandonment of the Overseas Trade Department but he did trust that the Overseas Traders of this country, particularly such influential bodies as the London Shipping and Forwarding Agents' Conference, would never tolerate any such short-sighted policy. The Overseas Trade Department was one of the most useful and important Departments existing and it should be developed and strengthened to its fullest possible limit. The main functions of the Department were: 1. Securing commercial information from all parts of the world. 2. Disseminating that information to British traders. 3. Undertaking such special constructive activities as may be found possible. 4. Assisting traders in the removal of difficulties which arise from time to time in the course of trade, and these functions were carried out by a widespread intelligence system.

The toast was received with enthusiasm.

Mr. D. J. Owen (General Manager, Port of London Authority) said it was his privilege and pleasure at their last Annual Dinner to respond to the same toast and he need hardly assure them that he felt it an equal honour to be asked to address them on the present occasion.

The Overseas Trade of London was a reflection of the trade of the whole of the United Kingdom and indeed of the whole of the British Empire. Just over twelve months ago they were looking forward to the year 1923 with a considerable feeling of optimism. It was, he thought, generally felt that they had reached the low water mark of trade and that the flood tide of prosperity was about to set in. What had they actually experienced. He thought it was quite evident that there was a distinct improvement in trade during the first three months of the year but that it was equally true that unfortunately that improvement was not well sustained.

THE STATE OF EUROPE.

He did not know whether he was expected to say anything with regard to the physical side of the Port of London which was, of course, an important factor in overseas trade. In that connection he thought he could say that the present was obviously not the time in which to go in for very large schemes of dock extension. There was on the whole, and he said it advisedly and assuredly, ample accommodation for the amount of business to be done at the present time and indeed for much more. Although the new meat berth to deal with the importation of foreign meat was only started about a year ago, and just finished, the Authority felt it necessary to consider another scheme with a view to coping with the increasing demand made by that commodity. The Authority had also embarked upon a scheme of development in connection with the Surrey Commercial Dock. The timber trade was growing and the Authority felt it necessary to embark upon a scheme which had actually been started at a very considerable expenditure to give increased dock and storage accommodation in the Surrey Commercial Docks for the very great import of timber. At the present time the Authority had decided upon a scheme of dry dock extension at Tilbury, which would meet all requirements.

He thought it might be justly claimed that in spite of the strenuousness of the times the Port of London Authority were doing their best to cope with requirements and to assist overseas trade and those engaged in it. Speaking from the port side of the business he wished to say that they wanted the hearty co-operation and assistance of the London Shipping and Forwarding Agents' Conference. The Authority were always willing to do all they could but with that co-operation and assistance to which he had referred he thought they might do a lot more, but it rested with the Conference members to do the best they could themselves.

The toast of the Conference was proposed by Capt. John R. Westcott (Messrs. Westcott & Laurance Line, Ltd.), and he congratulated the Chairman and members of the Conference on the success they had attained during the 47 years of their existence and also upon their present strength. Excellent relations existed between the ship-owners and the shipping and forwarding agents, but the point he wished to emphasise was the strong connecting link which the shipping and forwarding agents formed between the merchants, manufacturers and ship-owners. It was a link to which perhaps they did not attach sufficient importance. He was not one to view the shipping and forwarding agent with reproach. On the contrary if the shipping and forwarding agent came along to him with a nice parcel of goods he considered him a very important person indeed especially if he did not discuss too long the question of freight (laughter). The forwarding agent filled a position between one interest and another and the whole combined made for the success of London overseas trade. There was another link which he thought should not be passed unnoticed, viz., the link with their Port Authority and the great power wielded by it, a power which, used wisely, enabled the Port of London to maintain its supremacy as the premier port of the world.

He had great pleasure in asking them to drink to the health of the London Shipping and Forwarding Agents' Conference, coupled with the name of the Chairman, Mr. M. E. Duffett.

The toast was received with acclamation, the company singing: "For he's a jolly good fellow."

THE CHAIRMAN'S REPLY.

Mr. M. E. Duffett, who was received with cheers upon rising to respond, said that as usual he must preface his remarks with an apology, because at their gathering last year he had referred to the modesty of members of the Conference when it came to making a speech. Unfortunately that modesty seemed to have got worse and therefore he had been called upon again to fill the gap. First of all he would like to thank Capt. Westcott for his very kind remarks concerning the Conference. They all knew, of course, what very good fellows they were and it was quite nice that they should have one of their leading ship-owners to pat them on the back and tell them so (laughter).

THE OUTLOOK.

With regard to the future, the various great shipping lines all seemed to be at variance. Some were very pessimistic, some very optimistic, but he thought they would all agree with him that the Shipping and Forwarding Agents were good steady barometers of the trade of the country. They were the first to feel the pulse of trade, and personally, whilst he could not

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see any startling improvement in the near future, he did feel that the great trend of things was upward, and that if we could only get some stable form of Government and the tranquility of which they had all heard so much, they would have, not a boom or anything of that sort, but a steady improvement in the general trade of the world during the coming year. Their main troubles had been due to the unsettled European situation, the closing of Russia and the semi-closing of China, adverse exchanges and the general political uneasiness not only here but throughout the world. But they could all see that gradually and slowly those troubles one by one were on the road to improvement. He did not think there could be any doubt about that.

He was not going to delve into politics, but as a business proposition and from their own trade standpoint the proposed policy of the Government gave them cause for very serious thought. If the time should come when they had a tariff, and many people appeared to be oblivious of the fact that at the present time there was a tariff, members of the Shipping and Forwarding Agents' Conference knew from experience of the German reparations and the Key Industries Duty what difficulties the importer, unskilled in Customs technicalities, would have to put up with, and members of the Conference ought to be thankful that they, as belonging to an incorporated body, were so constituted that Government officials and the public could rely on them to carry on the trade to the advantage of the State and to assist traders in the complex situations which arose in regard to duties, and where an intelligent agent, who knew his business, could save time and money for his client; whilst on the other hand the Authorities had the advantage of dealing with experts who gave them a minimum of trouble and upon whose integrity they could rely.

GOVERNMENT RECOGNITION.

It would undoubtedly serve a very good and useful purpose if a plan, whereby some system of licencing shipping and forwarding agents thus imparting to them an official status, could be evolved and so avoid many of the evils which were bound to exist under the present system, for as they knew, under the present system there had to be kept an unnecessary number of officials to deal with those members of the public who knew nothing at all about the intricacies of the Customs' requirements. They had officials at the various branches of H.M. Customs who had to teach the general public how to do their business, which was really the legitimate business of the shipping and forwarding agent, and what would happen if they actually had a real tariff he hesitated to think.

There was still a great deal too much delay and expense in handling goods in London, and he believed that the shipping and forwarding agents could do much to remedy it if they could only get the powers that be to mark London as the greatest of our shipping ports, and if it was to retain that position there was much to be done. But that would not come about unless united effort was made and not only in little things to effect some improvement. They must collectively bring pressure to bear where it was indeed for the common good of all concerned in the port. It was not sufficient to adopt an isolated attitude as so many of them did, but when they came up against genuine grievances, common to all, then they should seek by collective collaboration with the interests involved to bring about the removal of what otherwise would be to the detriment of the port and perhaps result in loss of trade to all concerned. He was sure that whether it was the Port of London, the Railway Companies, or any other body interested in transport, everyone concerned would be better off as a result of such collaboration. These were days of combinations, and if they were to maintain their position they must consolidate it by using the powers they had more than they had done in the past. Their position had never been stronger than it was to-day. The fullest use was not made of their opportunities; they must consolidate their interests, confer oftener and so help to remove difficulties.

Their relations with various sections of the transport and shipping trade were very good and their aim must be to place themselves in such a position that such relations could be still further improved. They required the help of all interested sections and they in turn would be better for the assistance of the shipping and forwarding agent. "Unity is strength," and if they in London, in all branches of the shipping trade, would do their best to work together for the good of the Port and the development of the trade of the Port then London need not fear for its position, and the Shipping and Forwarding Agents' Conference would increase its prestige and power in the world of commerce. As Capt. Westcott had said, the shipping and forwarding agent was the link between the supplier of goods on the one hand and the ship-owner on the other, and his responsibility was great, but nevertheless it followed that he could work to the advantage of both sides and the more he was used as an intermediary the better the cogs of the great wheel of trade would move along and the better would be the position of the trader in his competition with his foreign rival (applause).

The toast of "Our Guests," proposed by Mr. G. E. Rickard, and responded to by Mr. E. B. Tredwen, brought a very happy evening to a close.

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Some Advantages and Limitations of the Transport of Goods by Mechanical Road Transport.*

By C. le M. Gosselin, M.I.A.E., M.Inst.T.,
Managing Director, H. Viney and Co., Ltd., Preston.

THE obvious advantage of motor transport for the conveyance of goods by road has been the introduction of an alternative standard of comparison with pre-existing methods of transport. It has supplied trade and industry with a new channel through which to flow, or, rather, has extended a neglected channel through which the flow had almost ceased.

By so doing, motor transport has created fresh possibilities of reducing the cost of the necessaries of life, and made life a little more possible to the poorest classes of humanity. For the same reason, motor transport has cheapened the cost of all raw materials, and intensified competition in the disposal of the finished article. It has very markedly reduced the volume, and therefore the value, of stock held by retailers, and in some cases also by wholesalers, enabling the trade and industry of the country to be conducted with a reduced capital outlay, and consequently with an accelerated turnover on capital employed.

Not the least important function of the transport of goods by road is the supplying with food of small communities gathered in villages, market towns and garden cities. Its contribution to the solving of the housing problem and the congested area difficulties is certainly no less than that of the passenger road services.

It is worth while considering, therefore, what are the particular advantages and limitations of a transport service which so obviously presents new potentialities in the transport facilities of the world, by which art man is enabled to maintain an existence under any other than the most primitive conditions.

ADVANTAGES.

DIRECTNESS.

Motors, being able to run from point to point, can carry out their work with special directness, whereas the railways in many cases have to haul their goods 20, 30 and even 50 per cent. further. Canals have to follow the base-line of hills rather than climb over them, and coastwise shipping is placed at even a greater disadvantage in many instances.

Road transport is particularly advantageous for relieving congestion at docks, where it can collect direct from ship, quay or warehouse, and deliver direct to destination, whereas goods sent by rail must necessarily feel the congestion until free of all local sidings.

The directness of movement of road transport ensures a degree of accuracy less easily obtained where goods have to be shunted and transhipped perhaps several times in a journey, and may eventually be hitched behind a train going to a different destination to that for which they are destined. This applies in some degree also to canal and coastwise transport, where goods have to pass through large and sometimes congested docks or wharves, and become mixed up with other consignments, with the danger of being diverted from their proper destination, or at least delayed in reaching it. The trading public have come to realise this fact to an unforeseen degree, and are wont to blame road transport more harshly for an hour's delay than they would the loss of a day or two by another form of transport.

This directness of action provides marked advantages in particular classes of traffic, such as—

(1) Perishable goods, fruit, fish, vegetables, chilled and frozen meats, &c.

(2) All goods where containers are returnable, *i.e.*, biscuits, brewery goods, mineral waters, yarn in cases and skips, petrol in tins, &c., &c., where the "fulls" may be carried on the outward journey and the empties collected as the "fulls" are delivered.

(3) So-called dangerous goods, *i.e.*, calcium carbide, matches, explosives, petrol in bulk, &c., &c. Such goods may be immediately removed by road from congested areas, and become quickly isolated, whereas on rail they must rest in crowded sidings and pass through valuable buildings, such as stations, warehouses, &c.

(4) In one delivery of goods, &c., from wholesaler to retailer, road transport brings the retailer into closer touch with the wholesaler, and increases confidence in trading, whilst packing can be simplified and pilfering almost eliminated.

The directness with which road transport operates reduces the handling of goods in transit to a very marked extent, which in many cases adds considerably to their market value. Examples :—

Fresh fruits: Strawberries, &c.
Articles subject to breakage: China and glass ware.
Finished goods of all classes.
Articles subject to pilferage: Brewery goods, whiskey, tinned foods in cases, &c.

In like manner the reduced handling in transit facilitates the movement of big engineering units, such as boilers, ships' machinery, electric alternators, steam turbines, cable drums, &c., &c. The absence of handling *en route* frequently enables expensive packings to be dispensed with, which may represent a saving of several pounds per ton in transport costs.

Not only is less handling of goods in transit effected by the use of road transport, but the goods remain under the charge of a single individual from the time of collection to that of delivery. This is an enormous advantage to all concerned in the transaction. Mistakes are minimised, pilferage is practically eliminated, and responsibility is centralised upon one individual instead of being spread over a succession of persons who may be absolutely inaccessible to the sender or receiver of the goods.

MOBILITY.

The ease with which road transport can be directed from one point to another provides the country with a transport asset, both in time of peace and war, which it has never previously enjoyed. Road transport literally forms the flying column of the country's industrial army. It will prove a potent factor in solving the problem of our slums. With the advent of superpower (electric generating) stations, and the presence of road transport services for goods and passengers, factories, workshops, &c., no longer require to crowd round our big railway junctions. Road transport has converted every acre of land within reasonable reach of a highway into an eligible site for a factory, workshop or for residences, once electrical energy can be supplied at a commercial figure.

With surprising rapidity the towns and cities of the country are becoming encircled with a wide fringe of small houses, built and inhabited largely by the more prosperous of our artizans. The trademen's rounds to-day cover large country districts, and the customers within ten miles of a township may receive their household supplies as regularly and promptly by motor transport as do the town people by horse van.

It is difficult to exaggerate the immense increase in the value of land generally which will be brought about by this new development in road transport. The following examples may, however, convey some impression. Land situated some three miles outside a township boundary, bought within recent years from £40 to £50 per acre for agricultural purposes, is now being sold for 4s. 6d. per square yard (£1,089 per acre) where it adjoins the main road, and 2s. 6d. per square yard (£605 per acre) within a distance of a few hundred yards of the same.

The increased freedom with which the individual may select a spot for his own house, due to the mobility of road transport, applies with still greater force in the erection or undertaking of large engineering works, such as the construction of reservoirs, public institutes (such as asylums, sanatoria, &c.), the laying of pipe tracks for the water supplies of our great cities, and other development of public utility.

Prior to the advent of motor transport, the rapidity with which works could be constructed was often determined by the accommodation of some small railway siding. To-day, contractors have unlimited transport facilities at their disposal. They may approach the site usually by several alternative routes, and occasional mishaps on the road are therefore very much less serious in their effects than are railway accidents or breakdowns.

CHEAPNESS.

It is clear that a direct service from point to point without intermediate handling must reduce operating costs, as compared with other methods involving transhipment of goods *en route*. This latter involves placing temporarily in large expensive warehouses, which have to be built on a scale to accommodate the maximum rather than the minimum quantity of goods passing through them. Apart from the actual saving in the cost of operation, other factors, such as time saved, condition of goods on arrival, freedom from loss *en route*, all reduce the actual

* Paper read at the Road Traffic Conference at Olympia on November 28th, 1923.

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cost of marketing goods, and offer a potential saving to the purchaser. It will, however, be noted later that motor transport can only offer the advantage of cheapness, in comparison with other forms of transport, within well-defined limitations.

Unlike railways, where goods must follow a set route, and can only be moved at stated times, and then often only in limited quantities, goods by road may go anywhere at any time unimpeded, and usually go at the speed point to point attained by a truck attached to a passenger train, if cartage and delays at each end be reckoned for the rail transit, up to, say, fifty miles.

ADVERTISING MEDIUM.

As an advertising medium, road transport offers unparalleled opportunities. Using public roads and passing through the important thoroughfares of our large industrial towns, as well as country villages, commercial motors present an unrivalled advertising medium every moment they are on the road. The possibility of adapting the superstructure of the vehicles to emphasise the vividness of the advertisement has already caught the public imagination. Even the wheels themselves may form a startling opportunity for advertising when fitted with non-revolving discs, which gives the vehicle the appearance of skidding along the road. Illuminated signs fitted to road vehicles provide an effective means of advertising after dark, but as yet this form has not been widely adopted; it, however, contains enormous possibilities.

LIMITATIONS.

OBSOLETE LAWS.

The laws which regulate the use and construction of commercial road vehicles were made in 1903-4, and were naturally intended to apply to a totally different set of circumstances to those under which such vehicles operate to-day. Motor cars were then only in their infancy, and the heavy motor car was practically confined to a steam wagon shod with steel tyres, which usually operated without a trailer, but, even so, the regulations as they applied at that time were merely crude attempts to provide for the use of a new form of locomotion which was only in the experimental stage.

Twenty years have passed, and whilst road transport has changed out of all recognition, the regulations remain, with but very slight modifications, as they were in 1903-4. It may be safely stated that road transport has been developed in defiance of the law, and in response to the industrial requirements of the community. Fresh legislation is overdue.

Examples of the anomalies which arise out of this state of affairs may be given as follows:—A Rolls-Royce motor car may legally be driven only at a maximum speed of twelve miles per hour, owing to its unladen weight being in excess of two tons. The same applies to other well-known makes of large motor cars. A 4-ton petrol lorry with rubber tyres may travel at twelve miles per hour, but if a trailer is attached at only five miles per hour.

ROADS.

There is no question that the most obvious limitation to the development of road transport of goods is the comparative absence of suitable roads. For some twenty-five years the users of road transport have been steadily improving their methods. The same cannot be said of the road authorities, many of whom have grossly neglected their plain duties of endeavouring to adapt their roads to modern requirements. They appear in too many instances to imagine that with motor traffic more than 90 per cent. of the total to-day, their duties are discharged if their roads are fit for the odd 8 or 9 per cent. of horse vehicles. Main roads carrying heavy traffic require expert construction, and many rural and urban district surveyors are quite incompetent to tackle this work, as is evidenced on numerous sections of most of the main roads in the country.

Fortunately the creation of a Road Fund is giving the central authority greater influence in such matters, and it is to be hoped that before long there will be more classified roads handed over to the care of only such road surveyors as have the necessary knowledge for constructing and maintaining the same with reasonable economy. It is little short of a scandal that some millions of pounds annually should be wasted on inefficient, out-of-date road tinkering.

The responsibility of the many surveyors for the failure to keep abreast of the needs of modern road traffic is too often forgotten in the anxiety to blame the motorist. There were initial warnings of the ultimate development of mechanical road traction as early as 1820-1835. It is ridiculous to suggest that with the steady growth of this class of traffic since the passing of the first Motor Car Act in 1896 and the chief legislation of 1903-4, to-day's requirements have been sprung upon road surveyors as a surprise.

TRAFFIC CONTROL.

The problem of controlling the rapidly growing mechanically-propelled traffic upon our roads has attained to very serious proportions, and tends to limit the further development of road transport.

The number of road accidents during the past summer has undoubtedly attracted considerable public attention and is liable to lead to undue alarm in the public mind; in consequence the police in certain parts of the country have deemed it advisable to adopt a system of traffic control of an almost intolerable nature. Little or nothing has been done to educate the public as well as the motorist in the safer use of the roads under modern traffic conditions.

It is to be hoped that the Ministry of Transport will expedite these matters by introducing at the earliest possible moment a Bill embodying the recommendations contained in the Second Interim Report of the Departmental Committee on the Taxation and Regulation of Road Vehicles.

SMALL UNITS.

Road transport, in comparison with other form of transport, operates with small units which are costly to construct and expensive to run and maintain. They employ more labour per ton conveyed than do either railways or canals. The chief advantages have been indicated as directness in operation and saving of time in handling of goods in transit. These advantages diminish with the length of the journey, and, further, the disadvantage in costliness of running and maintenance becomes intensified. The best economic length of journey for road transport varies according to circumstances. Roughly, it may be said to be that length of journey which a vehicle can reasonably perform in one day, allowing for it carrying a full load inwards and outwards, and collecting and delivering the whole in one day. The one day outwards and following day return journey is also a good, if a less general instance.

Journeys which occupy more than one day in one direction are generally not economic, as compared with other forms of transport, and are performed on account of some of the other advantages mentioned which obtain in the use of road transport, rather than for a saving in transport charges or time.

SHORT WORKING DAYS.

The reduced hours worked per day, which have been so prevalent a feature of post-war times, have accentuated the limitations of the use of road transport in a marked degree. An hour taken from a working day may only represent a reduction of one-ninth or one-eighth in time. It may, however, make a difference in the amount of work that can be performed by a unit of road transport of as much as 25 per cent.

Wharves, docks, warehouses, &c., have all suffered a diminution in their capacity for collection or delivery in consequence of the reduced working day, and when traffic again becomes normal the problem of congestion, with its attendant delays, will have a very serious effect upon the efficient employment of road transport, which depends more than any other form of transport upon quick loading and unloading for its success. The wharves, docks and warehouses which make provision for speedy transit will undoubtedly get the trade.

BULK AND MINERAL TRAFFIC.

The carrying capacity of the largest units of road transport is from ten to fifteen tons. The largest proportion of the units carry only three and a-half to four and a-half tons. A railway goods train can carry up to one thousand tons. It is obvious therefore that road transport requires to be loaded with greater precision than rail transport, and, further, that in the handling of bulk traffic, say, ex ship, is at a disadvantage with its rail competitor. Thus, a loss of one ton in the loading of a four-ton vehicle reduces its earning capacity for that journey by 25 per cent.; on a goods train it may only represent a loss of one-tenth of 1 per cent.

RATES.

With comparatively few exceptions, business men regard transport as a necessary evil, which must be paid for, the charge being considered as a deduction from legitimate profits. In most cases therefore the only consideration that weighs with the trader is which is the cheapest form of transport.

In respect to road transport, this policy of cheapness first is being carried to such lengths that, in place of well-organised business being developed, the transport of goods is largely passing into the hands of men of straw, who either through ignorance or stress of circumstances accept rates which cannot possibly prove remunerative. Traders themselves acting as pseudo haulage contractors, accept goods to carry for business friends at rates which they know do not even cover the running costs of the journey. This policy of starving road transport undertakings at any price may have a temporary monetary advantage, but ultimately it will place grave limitations upon its general utility to trade and industry.

If road transport is to develop, it requires to employ brains and capital, and unless it is paid a fair return for its service, neither brains nor capital will be obtainable, and road transport will fail to develop.

WASTE BY TRADERS.

It cannot be too strongly emphasised that the limitations of transport are the limitations of trade and industry, and, alter-

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natively, that the development of transport infallibly brings a development in all the activities of the human race.

Mechanical road transport is the greatest transport development of modern times, and has given us aerial and also submarine transport; yet men in business treat road transport as the least important factor in their business considerations. It is often kept waiting at warehouses and docks for hours, practically no arrangements being made for the reception of the goods it has to receive, or for the giving out of the goods it may have to deliver. The arrangements for accepting goods into many Manchester cloth warehouses were considered out-of-date in the days of the ancient Egyptians. Packing warehouses for cloth consider they have met their obligations if the transport they order is loaded the same day. Payment for waiting is scouted.

Many business houses consider the provision of equipment for facilitating the loading or unloading of road transport an unwarrantable outlay of capital, or a matter which concerns transport alone. It is futile to spend millions of pounds on the construction of motor roads for accelerating transport while such conditions prevail.

PUBLIC BENEFITS.

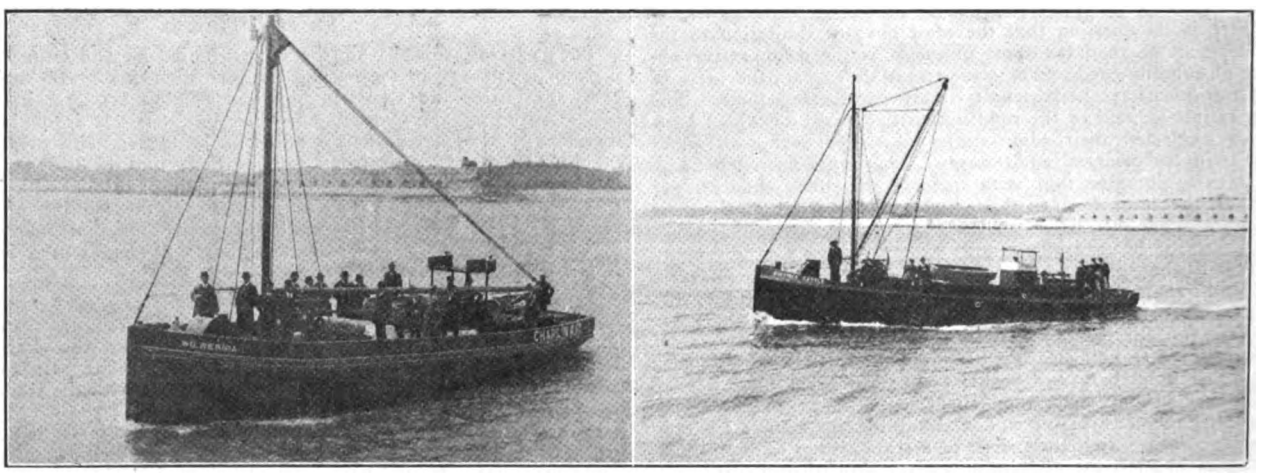
The limitations of road transport have been strongly emphasised. Many of them are unnecessary limitations imposed upon it by ignorance or apathy, and will be removed. The public, however, require educating to the fact that road transport, with proper financial support and reasonable treatment in operation, contains the power of revolutionising the transport facilities of the world. For England, with its high incidence of highways, it holds out commercial and social salvation. It will—nay, is already raising the standard of living for the poorest in the country, and giving to untold thousands the prospect of exchanging the smoke-laden atmosphere of a slum dwelling for that of a healthy existence in the open country. Conversely, it is removing the tedium of country isolation hitherto unrelieved.

Traders in country areas are fully alive to its benefits and are reaping them, with indubitable advantage to all whom they serve. It is regrettable that high land values and conservatism in city and port circles have so far prevented the conferment upon many urban communities of the full advantages which motor transport offers.

River Transport.

OUR illustrations show a steel tug and two barges built by Vosper & Co., Ltd., marine motor specialists, engineers and boiler makers, 18 to 28 Broad Street, Portsmouth. The tug has been built to the order of Messrs. G. J. Palmer & Sons; its dimensions are 48 feet by 11 feet by 5 feet. It is built of Siemens Martin steel. The towing hook is of the slip type, fitted with suitable stiffening and bracing at the outer end of the engine casing; the engine develops 70 b.h.p. and is of the semi-diesel type, manufactured by Messrs. Gardners. The following is a brief specification: — Keel plate, garboard strake, sheer-strake of $\frac{5}{16}$ in. plate. Other shell plating, $\frac{1}{4}$ in. Frames, 5/16-in. angle, spaced 18 ins. apart centre to centre. Floors, $\frac{1}{4}$ in. throughout. Centre and side keelsons and deck stringers, 3 in. angles. Deck beams, 3 in. angles. Engine beds: — Foundation plates, 6 in. by $\frac{5}{8}$ in.; floors cut to shape and stiffened with $\frac{3}{4}$-in. intercostal plates with $2\frac{1}{2}$ in. by $2\frac{1}{2}$ in. by $\frac{1}{4}$ in. connecting lugs to take the engine. The deck is of pitch pine, caulked and paved. Fore cabin fitted out for accommodation of crew in accordance with best London practice. Store room for deck gear arranged immediately abaft engine room. The vessel was built in accordance with this specification but the frames and plating were of larger scantlings than required by Lloyds on account of the particularly rough usage to which the tug would probably be subjected. One of the two barges was built for Messrs. Chaplin & Co., and the other for Messrs. Long & Co. These two vessels each have a length of 56 ft., and a beam of 13 ft. 6 in., and were designed primarily to carry a load of 30 tons on a draft of 4 ft. The on a draft of 4 ft. The hold, excluding hatch, has a capacity of 1,210 cubic feet and is 24 ft. 5 ins. in length between bulkheads. The hatch is constructed of steel coamings with flat-topped wooden hatch covers. A paraffin motor winch is provided for handling the cargo. The forecastle forward provides accommodation for three men. The vessels are each powered with a 30/36 h.p. two cylinder semi-diesel crude oil engine, and a loaded speed of six knots is obtained. Water-tight steel bulkheads are provided at each end of the cargo hold and the rudder is built up of steel construction. We are indebted to Messrs. Vosper & Co., Ltd., for these particulars.

THE TUG "PIONEER" BUILT BY VOSPER & CO., LTD., FOR G. J. PALMER & SONS.



TWO BARGES BUILT BY VOSPER & CO., LTD., LEFT, FOR CHAPLIN & CO., AND RIGHT, FOR LONG & CO.

Wallasey Corporation Tramways Committee appointed a deputation to witness an A.E.C. trolley bus demonstration at St. Helens.

* * * * *

Maidstone Town Council has placed orders for motor buses with Messrs. Tilling Stevens, Ltd., having decided to supply and run its own buses rather than as was originally proposed, make a hiring arrangement with the Maidstone and District Motor Services, Ltd.

Blackpool Corporation Tramways Committee has appointed a sub-committee to consider the question of the establishment of motor bus services in various parts of the borough.

* * * * *

Peterborough Watch Committee has decided that no drivers' licences for public vehicles be granted except to those certified as skilful drivers. The committee has also decided to make it a licensing condition that owners shall insure against third party risks.

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Latin-American Market for Motor-Trucks.

By Percy F. Martin, F.R.G.S., Author of "Through Five Republics of South America."

While Argentina offers a growingly-attractive market for British Commercial Vehicles, especially Motor-Trucks, other States are gradually extending their use of these means of transport.

WHILE the sale of motor-trucks in Latin-America has only just begun, the success met with has been such as to establish the fact beyond any doubt that a valuable export trade can be built up in these countries. The introductory stage, difficult and even disappointing as it proved, has now been passed; the interest aroused in this class of transportation has extended far beyond the principal States—Argentina, Brazil and Chile—and has made itself manifest in such far-distant countries as Colombia, Venezuela and even Ecuador. It must, however, be many years before motor-trucks can be employed in these States to any great extent, since their main thoroughfares are not only few in number but in too poor a condition to sustain the weight of heavy road vehicles.

Naturally, from its size and importance as a commercial market, Argentina offers the best opportunities for the sale of commercial vehicles of the motor-truck type. The possible consuming market is practically unrestricted, owing largely to the favourable physical conditions which exist; the greater part of the Republic is perfectly flat country with wide strips of fertile lands and with a proportionately large population, already approximately 9,000,000, scattered, though it is, over an immense area.

But the most densely-populated and most highly-developed portion of the territory is to be found in what is known as the Great Pampa, or prairie region, rich in agriculture, blessed with a mild climate and forming an ideal territory for motor road construction. Here may be found immense plantations of fruits and cereals, in addition to pasturage lands extending for miles but largely without direct railway connections, in spite of the excellent net-work of trans-continental railways which covers the country.

If the "camp" is favourable for such traffic, the cities—Buenos Aires, Santa Fé, Rosario, Mendoza, Córdoba, La Plata, etc.—are found to be even more so. The population of the capital (Buenos Aires) already exceeds 1,800,000, without taking into consideration the many and usually well-populated suburbs. Built on the flat, and the majority of the dwelling-houses being of only one storey, the buildings cover an enormous area, great distances having to be traversed in covering a journey from one end of the city to the other.

The streets are well paved, mostly with smooth stone blocks or stone block base on pavements, connecting-up the suburbs of the city of Avellenida and La Plata. So rapid has been the extension of roads and buildings erected thereon, that in a few years time it will be reasonable to expect Rosario to be connected with Buenos Aires by a hard-surfaced road, thus linking up another series of important cities, all of which are endowed with pavements admirably adapted to the passing of the heaviest motor-trucks.

How wide are the opportunities for trade in motor-trucks in this market can be judged from the fact that, to-day, probably not more than 5 per cent. of the cartage of Buenos Aires is conducted by motor trucks. As the support of draft animals in the cities becomes more and more expensive, to say nothing of a greater and greater public nuisance that their passage occasions, the general adoption of motor transportation looms nearer. Taking into consideration the number of factories and important commercial houses in the capital, it is clear that at least 1,000 motor-trucks could be employed profitably in Buenos Aires alone; while, in a further few years time, the number could easily be doubled.

But besides the use of commercial vehicles, there is an attractive opening for motor-passenger buses. These, in fact, have already been introduced, the Municipality of Buenos Aires having granted a concession in 1921 for the establishment of a trial service in competition with the electric tramways. In addition to the passenger vehicles, there is developing a market for such other commercial vehicles as road-sweepers, watering-carts, rubbish-collecting carts and general utility vans, all self-propelled. These, in time, should entirely replace the 1,600 horse-drawn vehicles which at present ply in the streets, but carrying on the services in an altogether indifferent and dilatory manner. From every point of view, therefore, the Argentine Republic should enlist the practical interest of British manufacturers of commercial road vehicles.

Brazil, from a topographical point of view, offers fewer favourable opportunities in respect to the use of motor-trucks. It is a land for the most part covered with immense forests as well as with undulating grassy plains; but the greater portion of the territory is inaccessible and practically uninhabited. There is literally *no* great highway at the present time in existence, although several main roads of importance are projected. Between Pará and Manaos, for instance, a distance of 924 miles, there is not to be seen a single town of importance. Then the narrow coastal plain, which stretches from the mouth of the Amazon to the Lagoa dos Patos, on the Uruguayan frontier, would prove wholly unsuitable on account of its low and unhealthful conditions, notwithstanding its wonderful fertility and comparatively denser population.

While little of an encouraging nature can therefore be suggested with regard to the sale of commercial vehicles in Rio de Janeiro and other Brazilian cities, a certain trade could be carried on with tractors for the more accessible agricultural districts, many of which are to be found in comparatively flat valleys and of which there are a considerable number. As far back as 1919 a number of demonstrations with tractors took place in the State of Pernambuco, mainly in connection with the sugar estates which are found by the score established over long years in this and the neighbouring State of Rio de Janeiro. In these districts the soil is a heavy, moist, clay, and very ponderous tractors cannot be used there advantageously.

The type that would seek to find a moderate sale should not develop less than 15 h.p. at the draw bar. On the other hand, the low lands of the rice district in the State of Sao Paulo would probably prove a favourable market; here a tractor developing about 8 h.p. on the draw bar would be popular, especially if it were able to handle satisfactorily a three-bottom, mill-board gang-plough, such as is largely used in this district. Indeed, the surrounding neighbourhood may be said to offer a natural market for the larger tractor that can be used for ploughing, threshing, pumping water and hauling of grain for market. It should be noted, however, that tractors for work in Brazil should be equipped with a combination gasoline-kerosene carburettor and a high tension magneto that has an impulse starter, and is unaffected by extreme dampness; while all machines should be provided with a canopy affording sufficient protection from the intense heat of a perpetual tropical sun.

Up till now motor-trucks have not enjoyed a very large sale in Chile; but there is no reason why they should not become as popular here as in Argentina, inasmuch as a considerable part of the more densely populated agricultural territory is almost flat. Up till now, only a few heavy trucks have been used for transporting ore at mines; and these, it should be remembered, have often to ply upon hilly, if not mountainous, roads. Sales of trucks have been confined practically to the light-delivery type. On the other hand, the use of auto-buses is developing, especially in the cities and ports, to supplement the inadequate street-car services. In Santiago, the capital, the introduction of auto-buses has proved particularly satisfactory, and there are evidences of a coming demand for more imported vehicles of this type of standard design. The tramway system in Santiago is both inefficient and unreliable, frequent suspensions of the electric services taking place. Importers with a wide experience are of opinion that there will arise a fair demand for commercial and other vehicles of standard design, including trucks, touring cars and chassis. Only a few trucks have been equipped with dump-hoist bodies, the demand, up till now, having proved small.

Mexico City, which for all practical purposes may be regarded as the market for "Mexico" itself, has probably fewer than 2,600 motor vehicles of any kind running upon its roads to-day. But with the economic progress that is being made by this once-unsettled country, the demand for such vehicles will undoubtedly increase, and is likely to assert itself in the form of 1-ton and 2½-ton trucks. A larger sale has been met with in this class of vehicle, while about 75 per cent. of all commerical vehicles are of the light delivery type. Outside of Mexico City, in such towns, for instance, as Vera Cruz, Guadalajara, San Luis Potosí, Monterrey, Manizáles, etc., the use of delivery trucks is developing, if but slowly, especially where the roads are sufficiently strongly made to support them. Solid and pneumatic tyres are about evenly divided in this market. Some 50 per cent. of the trucks of 3½ tons or more capacity are equipped with dump-hoist bodies, which are used in mining and on the road-construction projects now being carried out in various parts of the Republic.

Cuba offers a particularly favourable market for commercial vehicles of all descriptions, for here, like Argentina and parts

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of Mexico, vast stretches of perfectly flat territory are met with. Unfortunately, however, the market has been appropriated almost entirely by cars of United States manufacture, American makes comprising 95 per cent. of the total sales in the island. The present quotation for motor-trucks is low, especially for the heavier types, but this does not, perhaps, represent normal prices, owing to heavy sacrifices having been made by dealers to clear off stocks accumulated since the financial crisis—which has lasted from the end of 1920 until the present time. Approximately two-thirds of the trucks in use in Havana are of less than two tons capacity. Light trucks find a more active market at the present time, and will probably become even more in request owing to the closing down of a number of privately owned light railways, hitherto used for the conveyance of sugar cane and sugar products between the plantations, the mills and the ports. Owing to governmental interference in this arrangement, many of the railways have ceased to operate, and to replace them the owners will therefore, have to invest in motor-trucks or commercial vehicles of some kind.

Both the initial cost and the operating cost have to be carefully thought about, since fuel is exceedingly dear. In regard to tyres, preference is given to those of the solid class even on light and medium-weight trucks. None the less, the sale of pneumatic tyres is not without some encouraging features. Only about 5 per cent. to 10 per cent. of the trucks sold have dump bodies. One large importer, however, has reported that nearly 40 per cent. of his sales are of this particular type. The largest sale among European makes are to be found in Benz, Fiat and Renault; but, taken altogether, their competition with American manufactures is hardly likely to give concern to shippers of the latter.

Transports Greater Opportunity.

Road Engineer Anticipations.

THAT there will be great developments in motor transport, from the point of view of both economy and efficiency, when well-designed and well-built roads are at the service of the community, was one of the points emphasised by Mr. J. A. Brodie, the City Engineer of Liverpool, in his address at the opening meeting, last month, of the Jubilee Session of the Liverpool Engineering Society, of which he is president.

"In my presidential address to the society, 25 years ago," said Mr. Brodie, I stated that the first Liverpool trials of heavy motor vehicles had just taken place, and I ventured to prophecy that "The real value of the heavy motor vehicle of the future as a method for the transport of materials appears to depend largely upon the solution of the question whether or no the weight of the parts necessary for producing and applying the motive power, can be sufficiently reduced, but if the progress already made in this direction can be taken as a guide there are strong grounds for expecting that properly designed motor wagons will yet play an important part in the heavy transport trade of Liverpool."

Great advances have been made during this time in both heavy and light motor haulage; the economical distances for carrying loads have been lengthened; and the further immense improvement in average speeds and weights, which properly designed motor roads would render possible, appeared to indicate that motor traffic had not by any means reached a maximum either in volume or economy in this country.

"Given first-class through roads it is pretty evident that motor traffic will become much more economical and efficient, and I see no reason to doubt, that under first-class road conditions a return journey morning and afternoon, equal to four loads, or double the present maximum, could be safely completed within the limits of the working day between Liverpool and the manufacturing towns adjacent to the Yorkshire boundary."

It was found on taking a census of traffic on main roads leading out of Liverpool, that the tonnage using some of the roads had increased from twelve to twenty times within a period of ten years. That increase was continuing even during a period when trade was at a low ebb.

In connection with road traffic some interesting facts arise. On one of the Liverpool roads, leading towards the manufacturing districts, the gross tonnage crossing the city boundary amounts to about five million tons per annum, and much exceeds to-day the heaviest total tonnage on the line of docks streets. On the first road the average speed probably approaches 20 miles per hour; on the line of docks it probably does not exceed three miles per hour. On another street within the city parallel to the line of docks street, the tonnage is approximately twice that along the line of docks, but the average speed on the former is again much higher. On a northern portion of Queen's Drive there is at present about two million gross tons of heavy traffic per annum. The surface of this road was originally designed for light traffic only, and it was not expected to exceed one-fiftieth part of the present tonnage for many years. Experience showed that if thoroughfares were provided with good width and surface, and were reasonably straight, all classes of traffic would be diverted to them, even if this increased the total length of journey. Drivers with heavy loads required to travel to their destination at a good average speed.

A good width of roadway was necessary for high speeds with safety.

As to passenger traffic, Mr. Brodie said that motor buses had been tried locally. They were found useful under given conditions of traffic, but could not compete economically at present with tramways, even of the old and slower type, when the number of passengers to be carried justified the capital expenditure on the construction of tramway tracks.

The total cost of operation per seat mile of buses much exceeded, and would probably always exceed, the total cost per seat mile of properly operated tramway services. He disagreed with the statement so often, and so strongly expressed particularly in the motor press, that the day of the tramway was over, and that its place would be taken by motor buses.

"I believe that if engineers of capacity and foresight apply their ingenuity and ability to the improvement of tramways, and particularly if the best principles of the fast motor vehicle design and the lightest and most suitable materials are employed, the modern tramway system has for a further period of 20 to 25 years nothing to fear from any type of competitor."

Street Transport in Mexico City.

Demand for Taxi Cabs of the London Type.

AN OPENING FOR BRITISH-MADE TRUCKS.

MEXICO CITY at present offers an exceptionally-attractive market for taxi-cabs, the style of the London vehicles being particularly popular. While the taxi-cab service of the Federal capital is still in an experimental stage, the success already achieved by vehicles put on the streets has induced the investment of a large amount of capital in further imports. The first service to be initiated was that of the Yellow Taxi-Cab Company, which, in the summer of last year (1922), commenced service with a fleet of thirteen cars. The success achieved since then has induced the floatation of a competitive company (formed in the following August) under the name of the Blue Taxi-Cab Company, and which inaugurated a service of twenty cars.

Other public vehicles are now being run upon the taximeter tariffs, and a considerable demand has sprung up for meters. Hitherto those in use have been imported from the United States, and have cost approximately 400 pesos apiece; but recently, French competition has succeeded in lowering the price to 130 pesos per meter. German competition is already making itself felt, and offers, at a still lower price, have been submitted for a meter, about the size of an alarm-clock, to sell at 120 pesos. Undoubtedly a large order for several thousands of these clock-meters would have gone to Germany but for the fact that the German manufacturer, who submitted the offer, has since found himself unable to promise delivery. British manufacturers of taxi-meters will find a favourable market in Mexico at the present time if they are prepared to submit competitive tenders. A still better trade might be secured if a competent agent, one who at the same time is a skilled mechanic, were to visit Mexico City in order to instruct dealers in effecting repairs and regulation.

There should be also little difficulty against European, especially British-made, trucks supplanting in popularity those at present received from the United States, and which now form by far the larger proportion of the Republic's motor imports. Teutonic competition had until recently been keen, about five different makes of German trucks, aggregating in number approximately twenty-five, being represented in the streets of Mexico City. These have been offered at lower prices than any of other European or American makes, but they have proved to be very inferior in quality, and sales have now fallen-off considerably. The trend of demand is changing from the lighter models to those of heavier tonnage, the average value of trucks imported during 1922 having been round about $2,000 (Mex.).

A number of well-made stone roads, totalling a length of about 60 miles, have been constructed in Mexico as a result of the present Government's programme, while others of a similar character are under construction. These highways offer an excellent opportunity for the running of passenger and freight services by road vehicles, and British manufacturers might learn of several favourable openings if they were to communicate with the Secretaries of the various States, such for instance, as that of Yucatán, where have been completed 25 miles of modern stone roads connecting the railways with the famous Maya ruins of Chichen Itzá. The head offices of the Yucatán Government are located at Mérida, and any communications addressed to the Secretary of the Government should naturally be in Spanish.

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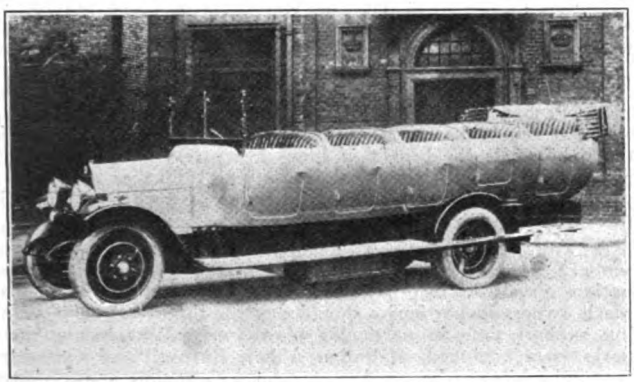
Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Personal.—Alderman C. F. Rymer, managing director of Messrs. C. F. Rymer, Ltd., of Wallasey, and Liverpool, figured as one of the candidates in the election of six members to the Mersey Docks and Harbour Board. He was not successful, polling 212 votes which represented a minority of 860. Mr. Rymer was the nominee of the Wallasey Corporation, and in his election address, remarked that Merseyside often wondered at the progress of Trafford Park, whose growth was almost entirely at the expense of the Port of Liverpool. It was a moot point whether there ever would have been a ship canal or a Trafford Park, had the Port of Liverpool been controlled by a body who were directly responsible to the citizens of the Merseyside. More business could be regained for Merseyside were port charges reduced.

Roads for Horses.—For a long time horse owners in some of the S.W. Lancashire towns, have been voicing their dissatisfaction with the treatment accorded to the main roads, on the ground that the slippery nature of the surface is dangerous to the horse. The Runcorn Council anxious to satisfy the road requirements of both horse and motor owners, is now investigating a new tar spraying process in vogue in Warwickshire. The matter was raised by the receipt of a letter from the National Light Horse Breeding Society, who drew attention to the accidents to horses and cattle due to the modern method of road construction.

New Lancia Coach.—Our illustration is of a new 18-seater



A NEW 18-SEATER "LANCIA" COACH IN THE SERVICE OF MESSRS. W. B. HORN, LTD., BIRKENHEAD.

Lancia coach which has just been added to the fleet of Messrs. W. B. Horn, Ltd., of Birkenhead.

What Next ?—Readers of these notes will recollect that from time to time, reference has been made to the dissatisfaction of motor owners with the conditions affecting the employment of second men and assistants on motor vehicles. Owners consider that to be compelled to employ a second man on all occasions is a somewhat onerous requirement, especially as almost daily, motor lorries from outside towns and cities visit the city in charge only of one man, the driver. The appearance on our roads of the six-wheeled type of vehicle has now caused the Liverpool Carters' and Motormen's Union to put forward the demand that third men be employed on six wheelers. So far as the writer has been able to ascertain up to the time of writing, the committees of the various transport associations in the district have not considered this demand. There is little doubt as to what their attitude will be.

The Social Side.—The Recreation and Social Club of the Liverpool Warehousing Co., Ltd., on December 28th, held a fancy dress masked carnival and ball at the Midland Adelphi Hotel. The club is newly formed, but under the presidency of Mr. W. D. Heyne, chairman of the company, it has already provided some excellent entertainments. The Christmas party numbered about 300. The arrangements were carried out by a committee, of which Mr. G. H. Duckett is chairman, Mr. R. Jones, vice-chairman, Mr. G. A. Pierce, hon. secretary, Mr. G. M. Barratt, hon. assistant secretary, and Mr. C. O. Bell, hon. treasurer.

Obituary.—The late Mr. J. J. King, who was buried at Liverpool at the end of December, offered a persistent criticism of the Bootle Corporation's figures in regard to the municipal transport by means of motor vehicles. His attacks were difficult to meet, because he compared the municipal management with his personal experience of motor transport in his own business. The gist of his contention was that while his own vehicles were kept running loaded, the municipal vehicles often travelled light one way, and that, therefore, the Corporation would be wiser to contract for transport than to attempt it at the risk of the rates.

Demonstration of an A.E.C. Trolley Bus.—A demonstration of a new trackless trolley bus, built by the Associated Equipment Company, Walthamstow, London, was given to members of the Birkenhead Tramways Committee, on December 27th. The trolley bus, which was drawn up outside the Town Hall, excited much interest. The vehicle has a seating capacity of 36. The electric motor develops 33·7 horse power, while the maximum speed that can be gained is 21 miles per hour. The weight of the vehicle (unladen) is 5 tons 7 cwt. The local agents are Messrs. C. F. Rymer and Co., Ltd., Wallasey. Claughton Road was the route chosen for the trial trip, and there was no hitch in the arrangements.

Fusion Scheme.—Last month there was a further meeting of representatives of the various local transport associations to discuss a scheme of fusion. The result has not been disclosed, and the various parties at the conference signified their approval of an agreed report being prepared.

Dock Board Representation.—Last month the election took place of representatives to the Dock Board, and as was expected, the retiring members were re-elected. Roughly 50 per cent. of the personnel of the Board is provided by the shipowners, and naturally some of the other trades think it inequitable that they should be without representation. From time to time the shipping and forwarding agents have urged their claim, but without result. On the occasion of last month's election, the Shipping and Forwarding Agents' Association supported the nomination of Mr. Tilman who was put forward by the Sugar Trade Association. He was not returned, however. It does seem anomalous that a port with such great transport interests as Liverpool should have no spokesman to voice the aspirations of the transport trade in the inner councils of the Dock Board. Shipping is well represented, of course, but why not land transport and the traffic getters ?

Short Cartowners' Association.—The Liverpool and District Short Cartowners' Association held two meetings during the month of December, at both of which Mr. S. Prescot presided. At the first of these it was decided that the Association be represented at the conference which had been called to discuss the proposed scheme for the fusion of Merseyside transport associations. The next meeting was held primarily to deal with the business for the agenda of the annual general meeting. Mr. Prescot has been again nominated for the office of chairman, and he has been very generously thanked for his able services to the Association during the past year.

The Traffic Season. — Apart from the Christmas rush of traffic, shipping and forwarding agents report that traffic movements are only fair to moderate. There is no great weight of stuff in transit, and generally, the position is very much the same as it was a month ago. There is a general indisposition to speculate on the possibilities of the New Year trade, and some agents refer appreciatively to the fact that they are satisfied that things cannot be much worse than they were last year. It is believed, however, that there will be a better continental trade, especially as there now seems a greater desire generally to straighten out political tangles. Freights from Liverpool to the Continent are now very low, that from Liverpool to Rotterdam having touched 12s. or 13s. which is not much more than is being charged from Hull, despite the big difference in the distance from the respective places.

New Water Scheme.—In the Liverpool district no fewer than twelve of the new patterns of water service boxes of the type approved by the British Waterworks Association, the Commercial Motor Users' Association, etc. (the apparatus has already been described in THE WORLD'S CARRIERS), are now in use for the convenience of steam vehicle owners. It may be stated that type A. (water supplied under pressure) boxes are installed at (1) Pall Mall (outside the L.C.W.W. workshop), (2) Sefton Street, (3) Pier Head (top of floating bridge), (4) Tunnel Road, (5) Sandhills Lane (Regent Road end). Type B. (underground tanks), (6) Pall Mall (outside the L.C.W.W. workshop), (7) Queen's Drive, Walton (outside the baths), (8) Commercial Road (Stanley Road corner), (9) Broadgreen Road (city boundary), (10) Knotty Ash (near old tram terminus) and (11) St. Mary's Road, Garston. During December the Liverpool Water Engineer's Department placed an additional box of the underground tank type on the city boundary fed from the Liverpool to Prescot main. This box is not on the new road but on the loop formed by the old road close to the Knotty Ash tram terminus. Arrangements have almost been completed with the county authorities to fix additional boxes on the Prescot Road and these will probably be on the by-passes formed where the new roads cut off the angle in the old road. Colonel Davidson has received complaints with regard to the position of the service boxes at Queen's Drive, Walton, and if he can secure a good site on the main roads passing to the north through Aintree and Fazakerley, the Queen's Drive station will probably be done away with. The West Cheshire Water Company have decided to instal a new type of service box at two places in the Wirral, one place selected being Bromborough, a busy township on the Birkenhead-Chester main road.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Trade Outlook.—There has been a distinct improvement in business in lighter haulage circles during the past few weeks, but undoubtedly much of this was the result of the holiday period, and consequently of a seasonal nature, and whilst hopes are entertained that the general outlook is better, it is too much to anticipate a continuance along quite such prosperous lines. Heavy haulage is still on the quiet side, although it is expected that better prospects in the larger engineering and allied works in the district will result in better business during the coming months.

Removal Trade.—The natural reluctance of people to remove round about the holiday time, coupled with the continued housing shortage, has prevented any revival of business amongst removal contractors, and indeed until such times as the Government subsidy houses are completed it is impossible to see how anything like the complement of vehicles engaged in this trade can be fully employed. Even then there is likely to be a surplus of machines over work to be performed.

Coaching Review and Prospects.—Whilst it is somewhat premature to obtain much information in the way of motor coach preparations for the 1924 season, proprietors will be guided very materially by the conditions prevailing and the results obtained last year. These, in the main, were far from re-assuring, for, although in most instances larger numbers of passengers were carried than during the 1922 season, fares had to be reduced so low, in order to meet the pockets of the workers who had sustained drastic wage "cuts," that there was little margin for profit after paying running charges, maintenance costs, etc. The most popular kind of tour was doubtless the long day tour covering a total mileage of up to about 120 to 150 miles, at reasonable charge, together, of course, with cheap half-day outings to nearby seaside places. So far as the North-East coast is concerned there appears little likelihood of any noticeable increase in the number of small coaches of the more luxurient type, except in the case of one or two firms who enjoy the patronage of the better class people who are prepared to pay a little extra for comfort. So far as the main body of coach owners are concerned, the large capacity coach will long live as the standard vehicle, by reason of the larger number of passengers over which the operation and other costs can be spread, thereby enabling rock-bottom fares to be quoted. On the question of fares little can be said at the moment of writing, although to judge by those in operation last season, it is impossible to see how any very material decrease can be made. Generally speaking, 1d. per passenger per mile may be accepted as the average basis for calculating fares in 1923, with some owners working at even less, and therefore it will be readily appreciated that, in order to provide for even the most essential maintenance only, little or no reduction can be effected on this.

Pneumatics Score. — Pneumatic tyres for buses have not found very great favour in the North country, chiefly owing to the bad state of many of the roads over which the buses have to run, but during the Xmas snows, an instance of the use of these was forthcoming. Large capacity buses, in more than one part of the district, found themselves unable to negotiate ice-covered gradients, whereas vehicles equipped with pneumatics were able to fulfil their journeys, and thereby prevent dislocation of passenger transport facilities in the districts in question.

Passenger Matters at Darlington. — World famous as the birthplace of railways, Darlington is also a centre of exceptional motor bus activity. Services, operated to regular time table, radiate to all surrounding agricultural and industrial neighbourhoods, and the latest development has been the institution of in-town motor bus facilities by the Vulcan Motor Services (Darlington), Ltd., who operate several services from the town to the outlying country. This new service connects up the main line railway station with Faverdale, a residential suburb at the extreme end of the Quaker Town and, as it plies through the main thoroughfares, and joins up districts not touched by the Corporation tramways, the route is proving of great use both to visitors to the town, to business people and to shoppers.

Towage Reductions on Wearside. — Commencing on January 1st, the Sunderland Tug Owners' Association brought into operation reductions in the tariff rates for towage in the port of Sunderland amounting to 7½ per cent., making, with previous reductions, a total reduction of 20 per cent. on the tariff.

Death of Well-known Tug Owner.—A well-known North country tug owner, in the person of Mr. W. C. Robinson, of White House, Redcar, has died after a long illness. He was 54 year of age, and was the founder of the Robinson Tug Co., Ltd., after a period of service under his uncle, the late Mr. C. C. Duncan, a Teeside tug owner. In 1916, Mr. Robinson became head of the company, which afterwards amalgamated with a similar concern under the control of Mr. W. H. Crostwhaite, and took on the name of the Tees Towing Co. He leaves a widow and grown-up family of three daughters and four sons.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Adverse Conditions.—During the last few weeks of the year which has just closed everybody engaged in the haulage trade in Yorkshire realised that much as conditions have improved in regard to mechanical efficiency and road surfaces, few, if any, steps have been taken to improve conditions brought about by bad weather, and particularly by fog and frost and snow. Happily Yorkshire does not suffer quite as badly as some other parts of the country in regard to fog, but this winter there has been more than enough of this enemy of rapid transport. In regard to snow and frost, however, the cross country traffic between Yorkshire and Lancashire has suffered very severely, the hills between the two counties catching the blizzards probably worse than any parts of the country which are as frequented by traffic as these parts are. The protection of some of the roads which are more liable to be snowed up is a matter which ought to be taken into consideration.

Passenger Developments.—Very, very, slowly trade conditions appear to be reviving in industrial Yorkshire, and although there was a greater feeling of optimism just before Christmas this appears to have worn off a little now that the "Christmas rush" has passed. The number of concerns looking out for passenger transport services is an indication of the state in which the industry is in generally. Usually it is found that newcomers into the passenger transport field are concerns with vehicles which have been laid up for some time, and it is coming to be realised that regular work, although it is perhaps not so remunerative, is better than speculative work. The number of new bus services projected and being tried out on roads leading to the big towns of the West Riding is really remarkable, and competition is very keen. On one stretch of road there are three companies operating, and this is in addition to the railway service. Probably where there is room for one service giving an adequate return three are fighting for patronage, and the result is the public gets the benefit of buses every few minutes and cut rates while the coach owners get nothing. Further competition would be found were it not for the action of some local authorities in refusing licences.

A Tax on Traffic.—A good deal was heard during the summer in relation to motor coach traffic of the activities of various authorities in providing "motor parks" and insisting that coach owners in particular should pay for the privilege of waiting a short time in particular places. In Wharfedale, three parks were arranged, at Bolton Abbey, Burnsall and Grassington, and while coaches used to stay for a short time at each place and allow passengers to look round it became the custom when charges were made that only one stop was made. The figures in regard to the takings at some of these places are now coming out and it appears that last summer at the Bolton Abbey park the income from all sources was £413/8/6, and the expenses £84/6/9. At Leeds an open-air garage has been so badly patronised, only three vehicles per day being the average, that the Leeds Improvements Committee has informed the Watch Committee that unless steps are taken to stop the parking of vehicles in the streets during the day the open-air garage will be closed.

Municipal Activities.—Municipal activity in providing road services still continues and the Leeds Tramways Committee has purchased two new trackless vehicles and has accepted a tender for the supply of six new motor omnibuses. The omnibuses are, presumably, to be used in connection with the scheme outlined some time ago to run services on some of the cross roads, from one radiating line of trams to another. In Harrogate, where motor road traffic has grown to a considerable extent as there is no tramway service, the corporation proposed to take over certain of the omnibus services, and had made preparations for a bill to be brought before Parliament with that object. The matter raised so much opposition, however, that this portion of the Bill has been dropped. The opinion has been expressed that the public service was met by private enterprise without any liability upon the rates. From the point of view of the transport industry, however, the Bill would have conferred far-reaching powers upon the Corporation in regard to motor coach work of the joy riding type, and the industry as a whole would doubtless be on the side of the opposition as being opposed to a local authority being given powers to run char-a-bancs.

Non-Slipping Horse Shoes.—The shoeing of horses in a manner suitable to protect the animals against slipping on hard smooth surfaces formed the subject of correspondence in a Yorkshire newspaper recently, and from the letters which appeared the information was forthcoming that not only are horses, under the care of certain departments of the Bradford Corporation, shod with shoes with non-slipping pads, but that a private shoeing smith at Brighouse has adopted a device for this purpose. Meanwhile the letter from the Hunters' Improvement and National Light Horse Breeding Society has been circulated among the local authorities, as referred to in THE WORLD'S CARRIERS last month.

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Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—The intervention of the Christmas holidays brought about a temporary cessation of business from the manufacturers standpoint, but up to the time of closing down the trade improvement recorded last month appeared to be maintained, but at the time of writing the holiday feeling does not appear to have been entirely put aside, though some manufacturers report that the volume of enquiries is gradually increasing again. Passenger transport contractors appear to have benefitted but little by the holiday; a number of commercial vehicle owners, however, were commissioned to handle the increased volume of goods traffic prevalent at this time of the year. There is a good deal of work for owners of 4 and 5-ton vehicles in the transportation of roadmaking materials, and spoil from ground where road improvements are in progress, whilst building operations are also adding to the volume of work available. Taking things all round, the consensus of opinion among Midland commercial vehicle owners is that things might have been much worse than they were last year, and as regards the coming year, the view is generally held that there will be decided improvements in trade generally before long.

A New Road Opened.—The new road by-passing Castle Bromwich between Birmingham and Stonebridge via the Chester Road route, was formally opened recently. This new road forms a new highway between Birmingham and Coventry, Coventry and Chester and Birmingham and Nuneaton. Lord Algernon Percy, chairman of the Warwickshire County Council, in opening the new road, mentioned that for years there had been complaints about the huge volume of traffic passing along the old, narrow and tortuous main road through Castle Bromwich, which would be entirely obviated in future in consequence of this new by-pass road. There had been, he said, criticism on the ground of expenditure, and he sometimes wished that those who criticised knew a little more about the subject. He thought those present would be agreed that the expenditure made upon the new road was fully justified. Sir Henry Maybury, who was also present, said such by-pass roads were most essential. Road transport in Great Britain was, in his opinion, only just developing. There were, he said, some of the opinion that they were paying too high a price for the road service of the country, and would not hesitate, if they could, to put back the hands of the clock by restricting the free use of the King's Highway by vehicles entitled to be upon it. There was a great misconception as to the road situation and as to the value such a system as ours must of necessity mean to an over populated country. The Lord Mayor of Birmingham (Alderman C. O. Williams), said Birmingham was pleased to co-operate with the County Council in making a new artery into Birmingham, especially as the work had to some measure relieved unemployment. The surface of the road is of Tarmac.

A Proposed Worcester Bridge Widening.—A proposal has been made to widen the narrow bridge over the Severn at Worcester which carries a large volume of traffic to Malvern and district and Mid and North Wales. At present the bridge is only 32 feet wide and the road surveyor in a report suggests a widening on the South side to 60 feet. The estimated cost of the work is £16,500. The report has been considered by the Streets Committee, and the Ministry of Transport are being asked as to what grants will be made towards the scheme. The Streets Committee have also received a report from the Roads Surveyor regarding the widening of three canal bridges at Worcester, and has decided to enquire of the Ministry of Transport what grants they would make towards the cost of this work.

Street Improvements at Hinckley.—Motor drivers who have to use the narrow streets of Hinckley will be glad to know that the Urban District Council have decided to proceed forthwith with a scheme for widening the narrow portion of Castle Street, the main thoroughfare of the town. The cost including purchase of the site, will be £3,600.

Birmingham-Wolverhampton Road.—A contract has at last been let for the construction of the new road between Birmingham and Wolverhampton, and at a meeting of representatives of the local authorities concerned, it was decided to recommend the acceptance of the tender of Messrs. Robert McAlpine and Sons, of Huddersfield. The conference congratulated Mr. H. H. Humphries, the city surveyor of Birmingham, upon the manner in which he had supervised the preparation of plans and particulars and assisted in the negotiations. The cutting of the new highway will involve the construction of a road 100 feet wide with a 40-foot carriageway. On the Birmingham side the road will commence at the City boundary at Beech Lane, opposite Balden Road. It will pass through Warley, running south of the Halesowen district through Causeway Green and Rounds Green in the district of Oldbury, it will then pass through the southern portion of the Rowley Regis area to the Dudley boundary, near Burnt Tree, and then for a short length through the borough of Dudley itself. Thence the road will pass along the northern portion of the Urban District of Tipton to the Coseley boundary, from which point it will run in a northerly direction to Roseville in the Coseley district, and will ultimately terminate at the junction with Parkfield Road, opposite Thompson Avenue in the borough of Wolverhampton. The construction will necessitate heavy excavation work through high slag and cinder banks and filling up of low valleys and the building of several bridges.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

Welcome Signs.—Although not very pronounced there are, nevertheless, welcome signs of an improvement in the general carrying trade. Things are brightening up at the docks and this naturally has its reflex on the carters who rejoice at the improvement.

Paving of Main Roads.—The Hull Corporation is resorting more and more to the use of asphalt for the paving of thoroughfares which have to carry heavy traffic. The City Engineer is convinced that it is cheaper and more serviceable than wood and he is preparing large schemes for its extended use. One of the roads to be dealt with immediately is Spring Bank. Originally, in a residential district, a row of trees was planted down the centre. With the growth of the city and the multiplication of vehicles, particularly motors, the room occupied by the trees is badly wanted by traffic, and the Council have decreed that the woodman must wield his axe and the trees must fall.

A Difficult Job.—Messrs. Pickfords, Ltd., have just carried out a ticklish bit of transport work. The steamer, *London Emperor,* bent the blades of her huge propellor, and because of the special metal of which it is made it had to be sent to London. It weighed approximately fourteen tons, but the difficulty lay in its great size, the total width across it being eighteen feet. The job was placed in Messrs. Pickfords' hands, and they sent down a Knox six-wheeler, which got down to London with it in 36 hours. In some of Hull's narrow streets traffic had to be held up, and on one bridge there was a clearance of only a few inches. The police made special arrangements and an officer accompanied Mr. Ambler, the firm's Hull manager, in the motor car in which he preceded the six-wheeler until it got well out of Hull.

Chief Constable's Experiments.—During the short time he has been in Hull, Capt. Woods, the Chief Constable, has adopted various experiments with the view of increasing the efficiency of the control of street traffic. The first was to garb the policemen on point duty in white coats in order that they could be more readily seen. This innovation was fully justified by results, but as the coats were not completely waterproof and therefore failed to keep out the wet they have had to be temporarily discarded. White gauntlets covering the whole of the policeman's forearm followed, but they proved unserviceable. Visiting Denmark, Capt. Woods noticed a traffic signal post which is in use by the police there. He appropriated the method, giving his Copenhagen confrere the white coat idea in exchange. The signal post, however, is only a practical proposition at properly defined cross road. At a function, where he referred to these experiments, Capt. Woods said that over fifty per cent. of the street accidents in Hull were caused by what the Americans call "jay" walkers, people who left the footpath without looking where they were going or dashed across the street regardless of all traffic. There were also "jay" cyclists or motorists.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Road Signs.—Speaking at Neath on the occasion of opening the new Dulais Valley road, Sir Henry Maybury, K.C.M.G., C.B., Director General, Roads Department, Ministry of Transport, declared that in view of the growth of through motor traffic road signs for directing traffic were a necessity and that the Ministry would share the cost, with local authorities, of erecting them on classified roads.

Llanelly Bus Services.—The Llanelly Borough Council has decided in view of street congestion not to grant for the present any additional bus service licences, and several applications for licences have been declined. The council is considering the provision of an alternative to through town route for traffic passing through but with no business stop in the town. This it is felt would enable wider consideration to be given to applications for licences by the road passenger carrying caterers.

Municipal Bus Services.—Extensions of fleet are contemplated by the Caerphilly Urban District Council. The Bedwas and Machen Urban District Council has become involved in a dispute with bus drivers in the municipal employ. Recently the council reduced bus fares with the result that a loss was incurred on the services. To meet this the council rearranged the hours and conditions of drivers and abolished pay for overtime work. The men refused to work the council's rearrangement and offered as an alternative a forty-eight hours week of eight hours per day. The council having considered the matter has decided to insist on the men carrying out the scheme of re-organisation as drafted but to assent to hearing the men's objections when the scheme

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was being worked by the employees. The drafting of a report for consideration by the Merthyr Town Council on the costs entailed by and the advisability of establishing a municipal bus service is proceeding and will be presented late in January. The Newport Town Council hopes to inaugurate its new bus service early in April.

Bus Dispute Adjusted.—The long drawn out dispute in which Mr. David Morgan, bus proprietor, Ferndale, the Rhondda Tramways Co., and the Rhondda Urban District Council were the principals, has been adjusted and under the agreement now made sanction will be again given to Mr. Morgan to run a bus service from Ferndale, Rhondda Fach Valley, over Penrhys Mountain to Pentre, Rhondda Fawr Valley. Mr. Morgan was the pioneer of bus services between the two valleys, but when the time came for renewal of his licence by the Urban District Council, the Tramway Company, who also run buses, raised an objection under the monopoly agreement between the company and the Council. This was upheld through the legal advice tendered to the Council on the matter. However, sanction was given to Mr. Morgan to run his buses without the council's licence, pending his appeal to the Ministry of Transport. Local trades organisations petitioned the council in favour of Mr. Morgan and free competition in public travel facilities provision. Eventually, negotiations were opened between the company and the private proprietor with the result that, under the Council's sanction, both parties will run services.

Plying for Hire.—Important Case.—The Swansea Stipendiary Magistrate late in December was asked to decide upon a thorny question involving a definition of what is plying for hire. Mr. G. V. Person, bus proprietor, Gorseinon, was defendant to four summonses arising from alleged plying for hire with his buses in the area of the Swansea Borough Council without the licence of that authority. Counsel for the local authority stated that defendant was refused licences for his buses for a service Swansea-Gorseinon, and the refusal was upheld by the Ministry of Transport, when Person appealed to them. Later he continued to run buses under a system which he contended to be immune from necessity for licence from the council as it did not legally amount to plying for hire. That view the Borough Council wished to controvert. Under the Police Town Clauses Act it was necessary that all vehicles plying for hire should be authorised by the local government authority. Person's system was as follows:—At a shop in Ystrad road, 400 yards within the borough boundary, a stationer, named Lloyd George, issued tickets for single, return and weekly journeys on defendant's buses and accepted payment for same. The buses ran to timetable to be seen in the shop. George would not sell tickets when the bus came to stopping place near the shop or when the bus was approaching. Defendants contention was that no money transaction was made on the bus and that as the separate, shop, agreement for carrying was made before the bus stopped he was not soliciting fares and so plying for hire but simply fulfilling a previous contract. The summonses were all issued in respect to single journeys. Evidence was given bearing out counsel's statement. For the defence it was intimated that no evidence would be called, the defence being a submission that in a law this method of running buses did not amount to plying for hire. After a long legal argument decision was reserved by the Stipendiary. At a later sitting the Stipendiary said that he found to run buses under the conditions detailed for an advertised time-table service amounted to solicitation of fares and therefore plying for hire. Defendant was fined £2 on each summons.

Breconshire and Trade (Vehicle) Licences.—The Breconshire County Council, in order to make breaches of the limited vehicle licence law less frequent, has issued a warning calling attention of traders to the fact that a motor vehicle with trade licence must on no account be used for private or pleasure purposes. Should the owner of a hackney carriage licenced vehicle meet his wife on the road, continues the warning, he is not entitled to give her a lift. A good deal of misimpression of the scope of the trade licence was stated to exist in the county.

C.M.U.A.

C.M.U.A. VEHICLE BADGES.

The difficulties previously experienced in obtaining supplies of C.M.U.A. badges have been overcome, and regular supplies are now being received from the manufacturers. The badge, which measures 3¾ inches in diameter, is made in gilding metal, with blue enamelled border and red and white quartered centre, in two fittings, as follows:—

(a) Radiator. (b) Dashboard.

These may be obtained at a price of 6s. each.

The National Council hopes that the badges will be exhibited on all vehicles of every member, as it facilitates recognition on the road by the R.A.C. Guides and between drivers in the employ of members, and its use gives status to any vehicle.

An Association of Motor Bus Proprietors.

A MEETING was held recently at Cardiff of motor omnibus proprietors of South Wales and Monmouthshire, Gloucestershire and Herefordshire with the object of founding a protective association, to be extended in operation with the aim of becoming a national organisation. Mr. T. White, of Messrs. White's Motors, Barry, presided over the representative attendance. It was explained that the need had been felt of an exclusively bus owners association to protect the interests of the trade in relationship to dealing with municipalities and arriving at agreement amongst bus owners on all matters pertaining to the general welfare of the trade. Whilst the association was to be founded as one for South Wales and adjacent English counties this was not to localise the association's activities, but purely for the convenience of definitely forming an association which, it was hoped, would be extended to act for any part of the country. The secretary elected would gladly act for any bus owner joining the association from any part of the country. The objects of the association would include the setting up and maintenance of a system of combined and collective purchasing of all essentials required in connection with the operation of bus services with consequent joint benefit to members; to carry out trade propaganda work; to protect the interests of individual and general traders and to support or oppose such Bills coming before Parliament, or proposals for local bye-laws as may be of interest to the bus trade.

Free discussion resulted in the following resolutions being passed:—the Association to be exclusively confined to members owning not less than two motor buses which are licensed by local authority to ply daily services to be run according to time table and published scale of charges. In the event of disagreement as between two members, that no action be taken by either until the association's executive committee has dealt with the matter and endeavoured to find a reasonable settlement of differences. An arbitrator to decide points which the executive committee fails to settle, and his decision to be binding. Several other rules were determined including the decision that the membership fee be £5/5/0 per annum. The offices of the association were fixed upon at King's Chambers, High Street, Newport (Mon.).

The following officers were elected as first officials of the South Wales, Gloucestershire and Hereford Bus Owners' Association: President, Mr. T. White, Barry; Vice-President, Mr. E. Mountain (South Wales Commercial Motors), Cardiff; and Executive Committee, Messrs. J. H. Lewis (Western Valleys [Mon.] Motor Omnibus Services), G. Bown (Griffin Motor Co.), W. Gough (Messrs. Gough's Motors), Cardiff, and J. H. Watts (Valleys [Mon.] Motor Co., Ltd.). Mr. T. R. Jenkins, J.P., Newport, was elected organising secretary and will act from the offices of the association as stated. Copies of rules and constitution, with any additional particulars, of the association may be obtained from the secretary upon application.

It was explained that it was in no way the aim of the association to usurp the sphere of any of the existing road transport organisations or to act in such a way as to clash with them. The need of exclusive organisation of bus service interests is emphasised by the association which aims at filling this want.

Since the promulgation of the association's aims inquiry has been received from all parts of the country and membership has increased. Much useful work of dissemination of views of the new organisation was done at Olympia by officials and members.

The possibility of the re-election of officers and committee if the association assumes national operation has been tentatively put forward.

Birkenhead Road Transport Association.

AT the December meeting of the Birkenhead Executive Committee of the Birkenhead Road Transport Association, Mr. W. Jones presided, and there were also present, Messrs. G. Lee, P. McGetrick, C. E. Price, Major B. M. Ormerod and the Secretary (Mr. J. Fletcher). It was agreed to hold the annual meeting of the Association on 21st January, at 7.30 p.m., to be preceded by the usual executive committee meeting on the afternoon of the same day, at 3 o'clock. The question of holding the annual dinner early in the New Year is to engage attention at the next meeting of the committee. Mr. C. E. Price proposed that a vote of sympathy be passed with the farmers of the Wirral Division of Cheshire, and the secretary was directed to write to the secretary of the Wirral Branch and the Farmers' Union to that effect.

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Activities of the F. W. & R. A.

Unladen Weight of Vehicles and Licences.—A question of vital importance to a large number of members has recently been under consideration by the Ministry of Transport, viz:—the use of lift vans on motor lorries. It is understood that the Ministry has come to the conclusion that such lift vans must be classified as an alternative body of the vehicle to be included in the unladen weight thereof and taxed accordingly. The Committee of the Furniture Warehousemen and Removers' Association have decided that if this view is pressed they will take the matter to Appeal with a view to getting the ruling of the Ministry set aside. Solicitors specially qualified to advise in such a case as this have been asked for an opinion and upon its receipt the member in connection with whose transport the question was first raised will be advised as to what course to adopt and the matter will be followed through to a definite conclusion.

New Rules.—The Executive Committee have unanimously adopted the following new rules:—

CONDITIONS ON ESTIMATE AND ACCEPTANCE FORMS.—That on and from the 31st day of March, 1924, every member of the Association shall adopt and embody in all estimates given for removal and storage of household furniture and effects, the conditions as recorded in the Association Year Book for 1923-24, or as may be amended by the Executive Committee from time to time. Such conditions shall be the minimum conditions, but members may add any other special conditions, provided they in no way prejudice any of the minimum conditions.

COLLECTING FROM OTHER MEMBERS' DEPOSITORIES.—That on and from the 31st day of March, 1924, no member of the Association shall undertake to remove household furniture and effects from the depository of another member, except with the consent of the depository owner.

Radius Money and Working Hours.—The Executive Committee have decided to again approach the Trade Unions through the Interim Industrial Reconstruction Committee with a view to a discontinuance of the radius money paid by a number of firms, and also to raise the question of the hours of work. These questions will be discussed by the Interim Industrial Reconstruction Committee at their meeting to be held shortly.

New Holland Ferry.—In our November issue we mentioned that the Association desired to call the attention of its members to the fact that they cannot get into Yorkshire by way of the New Holland Ferry, it having been reported that the ferry was not available for heavy motor cars, and that the Association was in communication with the Ministry of Transport on the matter. The following letters have now been received by the Secretary from the Ministry of Transport:—

The Ministry of Transport,
Secretarial Department,
6 Whitehall Gardens,
London, S.W.
30th November, 1923.

SIR,—With reference to your letter of the 12th October (P.C.R./21422/C), respecting the conveyance of motor lorries, pantechnicons, etc., on the Goods Ferry across the River Humber between Hull and New Holland. I am directed by the Minister of Transport to transmit, herewith, for the information of the Furniture Warehousemen & Removers' Association, Ltd., a copy of a letter, dated the 23rd November, received from the London and North Eastern Railway Company on the subject.

In the circumstances the Minister does not feel able to press the railway company further in the matter as they do not appear to be under any obligation to provide facilities for the transport of loaded motor lorries and pantechnicons.

I am Sir,
Your obedient Servant,
(Signed) E. W. ROWNTREE.

The Secretary,
The Furniture Warehousemen and Removers' Association, Ltd.,
41 Russell Square,
Bloomsbury, W.C.1.

The Divisional General Manager,
Southern Area,
London & North Eastern Railway,
Liverpool Street Station,
E.C.2.

DEAR SIR,—With further reference to your letter of the 17th ult., this Company do not provide facilities for the conveyance of motor lorries loaded with lift vans or motor pantechnicon vans by the ferry between New Holland and Hull. The lighters running in the service are not constructed for conveying vehicles of the description mentioned, nor are suitable appliances available at New Holland or Hull for the loading or unloading of the motor lorries and vans. In order to deal with these it would be necessary to incur a large expenditure, which the Company are satisfied would not be justified by the revenue which would be derived from the carriage of motor vans and motor lorries across the river.

The transit of the lighters across the Humber is governed by the tides, and the period during which they may leave or enter their berths on either side of the river is three hours before high tide and one hour after.

Yours faithfully,
S. A. PARNWELL,
E.A.C.

The Assistant Secretary,
Secretarial Department,
Ministry of Transport,
6 Whitehall Gardens, S.W.1.

Stourbridge Canal Bridges.—In this column in our December issue we said that a notice had been issued practically closing the canal bridges to heavy motor traffic and that the Association was in touch with the Ministry of Transport. The Minister has replied that the negotiations are proceeding with the Canal Company, with a view to the reconstruction of some of the weaker bridges. Mr. Upton understands that surveyors have been at work on the bridges for several days past.

Price Cutting.—The time has arrived when the Executive Committee strongly recommends that each centre should now approach the question of price cutting with a view to fixing economic prices for removals and to arranging warehousing prices on the basis of the recommendations in the Association Year Book.

Legal Decisions.—Members are particularly requested to send to the Secretary, newspaper clippings or accounts of legal cases interesting to the warehousing and removal industry.

Increasing the Membership.—Members are specially requested to bring to the notice of suitable firms in their areas, the benefits accruing to membership of the Association with its resultant close co-operation. Local centres have power to deal with local questions and are represented on the Executive Committee by their Chairman or other properly elected representative and are therefore in a position to do a great amount of good for the industry both locally and nationally.

BRITISH ASSOCIATION OF INTERNATIONAL FURNITURE REMOVERS.

Retirements from the Council.—The following gentlemen automatically retire from the Council at the Annual General Meeting in May next:—

Messrs. G. H. Good, J. R. Harris, W. J. Boote, C. S. Hudson, M. Rawlinson and H. Menkes,

They will offer themselves for re-election and their names will be included in the Ballot Paper to be issued with the Journal of March 16th, next.

Tariff.—Now that the tariff for the United Kingdom is in operation the Executive Committee will be glad to have the tariffs from members in all countries shown in the list of names and addresses, so that International Tariffs can be made up.

Calendars, Diaries, etc.

WE have to thank numerous friends in the Transport and Motor Industries for useful mementos for 1924:—

Arbuckle, Smith & Co., Ltd.—tear-off wall calendar.
Associated Equipment Co., Ltd.—pocket diary, desk diary, pad and matches.
Beecroft & Partners, Ltd.—calendar.
J. W. & T. Connolly, Ltd.—tear-off wall or desk calendar.
F. Poppe Co.—pocket diary.
Ferodo Limited—calendar.
John Fowler & Co. (Leeds), Ltd.—tear-off calendar.
Haslam & Stretton, Engineering & Motor Utilities, Ltd.—wall calendar.
J. Hickey & Sons—desk calendar.
Lancashire United Tramways, Ltd.—calendar.
Parry, Leon & Hayhoe, Ltd., South Africa—diary.
P. & O. Steam Navigation Co.—wall calendar and pocket diary.
Chas. Rickards, Ltd.—pocket diary.
Schenkers, Ltd.—tear-off calendar.
Spiral Tube & Components Co.—pocket diary.
John I. Thornycroft & Co., Ltd.—pocket wallet and wall calendar.
Walker Vehicles, Ltd.—tear-off calendar.
Wensleys, Ltd., Cardiff.—tear-off calendar.
W. H. Willcox & Co., Ltd.—calendar.
Westinghouse Brake & Saxby Signal Co.—calendar.
World Transport Agency, Ltd.—desk blotter and calendar.

Exemption for Corporation Buses.—Nottingham County Council has been notified by Sheffield Corporation of a proposal to run motor-buses within the Urban district of Worksop, and by the Nottingham Corporation of a proposal to run services in the area of the Hucknall Urban District Council. Both Corporations have asked for exemption from the payment of mileage charges or cost of road adaptation, and in view of the provisions of the Roads Act, 1920, and the views of the Ministry of Transport the Highways Committee of the County Council recommends that no charges should be levied.

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Institute of Transport.

Midland Section Formed.

AT a largely attended meeting held at the Grand Hotel, Birmingham, on December 13th, last, it was unanimously decided to form a Midland Section of the Institute of Transport. Invitations had been sent out to members of all grades residing in the Counties of Worcestershire, Derbyshire, Shropshire, Warwickshire, Nottinghamshire, Northamptonshire, Staffordshire, Leicestershire, Rutland, as well as to the President of the Institute and Members of the Council. Local Members of Parliament, the Principal and Vice-Principal of the Birmingham University and representative, local men were also invited.

Sir Joseph Broodbank, President of the Institute of Transport presided over the Meeting, and Mr. A. Winter Gray, the General Secretary was also present.

In opening the Meeting Sir Joseph Broodbank said that Transport might be described as the key industry, as, without it, hardly any other could flourish. The Institute was formed in 1919 to create corporate unity; also to promote and encourage the knowledge of traffic science, and the art of transport in all its branches. It was the realisation of an ideal long advocated. The growth of the Institute might be gauged from the following figures: At the close of the first year the membership was 652; second year, 1,081; third year, 1,318; fourth year, 1,636; and to-day it was nearly 1,800. That continuous progress justified the belief that the Institute now was established firmly as the recognised organisation devoted to the co-ordination and development of the science and art of transportation in all its varied aspects. The Council had launched an examination scheme, the fourfold objects of which were to outline courses of study for those who desired to succeed to higher responsibility in the transport world; to indicate lines upon which specialised instruction in transport subjects might be given; to encourage research and widen the field of investigation and application to transport science, and to afford to the individual an opportunity, not previously available, of furnishing evidence of having acquired a knowledge both of the fundamental principles of transport and their practicable application. Negotiations, he added, were pending with the principal universities and educational institutions for establishing courses of study to cover the Institute syllabus and to prepare candidates for the Institute examination.

Mr. O. C. Power, Traffic Manager, The Birmingham & Midland Motor Omnibus Co., proposed, and Mr. W. J. Milford, District Goods Manager, Great Western Railway, Birmingham, seconded the following resolution:—"That this meeting of members, associate members, graduates, and students of the Institute of Transport, residing in the Midlands do hereby form a Midland Section of the Institute of Transport, with Headquarters in Birmingham, and pledges its loyal support to such Section."

The resolution was carried unanimously, and upon the proposition of Mr. W. H. Watson, District Agent, Port of London Authority, Birmingham (the convener of the meeting), Sir Herbert Austin was unanimously carried as Chairman of the Midland Section.

The following Officials were then elected:—as Vice-Chairmen—Mr. W. J. Milford—Representing the Railways. Mr. T. A. Henshaw—Representing the Canals. Mr. O. C. Power—Representing the Roads. Mr. J. H. Stirk was elected Honorary Treasurer. Mr. W. H. Watson, Port of London Authority, accepted the office of Honorary Secretary with Mr. J. A. Dunnage as Assistant Honorary Secretary.

It was decided to elect a Committee consisting of nine members or associate members and four graduates of students, and the following nominations were approved:—

MEMBERS AND ASSOCIATE MEMBERS.

Mr. A. Marsdon, Traffic Manager, Cadbury Bros., Ltd., Bournville; Mr. S. T. Norris, Traffic Manager, Wolsey, Ltd., Leicester; Lt.-Col. F. Raynor, Engineer and General Manager, Trent Navigation Company; Chas. Owen Silvers, General Manager and Engineer, Wolverhampton Corporation Tramways; Chas. Burgess, General Manager, Walsall Corporation Tramways and Motors; James Cracroft Haller, County Surveyor, Nottinghamshire; P. L. Gold, Agent (Derby), L. M. & S. Railway; Brown, D. H., County Surveyor, Warwickshire.

GRADUATES.

Cowley, G. E., L. M. & S. Railway, Leicester; Draycott, H. G., L. M. & S. Railway, Derby; Artless, G. L., Strettons Derby Brewery, Ltd., Howells, H., G. W. Railway, Tyseley, Birmingham.

The Meeting terminated with a vote of thanks to Mr. W. H. Watson for his successful effort in establishing the Midland Section.

In the Motor Industry.

Mr. W. H. Keys Joins Guy Motors.—Mr. W. H. Keys has recently been appointed London manager for Guy Motors, Ltd., of Wolverhampton. His address is Sentinel House, Southampton Row, London, W.C.1. He has represented John I. Thornycroft & Co. in the London district for just upon eight years, a position he had held with marked success. He has been in the motor trade for a great number of years and took part in the famous London to Brighton run in 1896, when he drove one of the Locomobile team. During the first part of his eight years service with John I. Thornycroft & Co., the War Department called for engineers and he was sent by the firm and served with the Ministry of Munitions for about two years. His duties were to examine and test motor vehicles ranging from motor cycles to 13-ton tractors of the Clayton type. He also had to deal with steamers from Fosters, Robey's, Clayton & Shuttleworth, and Garrett's. The total number of vehicles passing through his hands was somewhere in the neighbourhood of 6,000 a year. At the end of 1918, when the Ministry no longer required his services, he returned to John I. Thornycroft. He informs us that during the last twelve months he was with Thornycrofts he sold upwards of 170 vehicles, which included 82 complete vehicles for the National Benzole Co., and 15 London buses. We are confident he will achieve success in his new position having regard to his knowledge of the trade, his popularity amongst vehicle users and the fact that he has a good make of vehicle to sell.

MR. W. H. KEYS.

Mr. Lewin's New Appointment.—Mr. W. J. Lewin, who has occupied the position of general manager of the Yorkshire Patent Steam Wagon Company for many years, has resigned this position and taken up the position as chief designer for Messrs. John Fowler & Co. (Leeds), Ltd. On leaving the Yorkshire Patent Steam Wagon Company the whole of the staff and work people of the factory presented Mr. Lewin with a silver rose bowl as an appreciation of their esteem for him. We wish Mr. Lewin every success in his new appointment.

MR. W. J. LEWIN.

Two new Terry Representatives. — We are advised by Messrs. Herbert Terry & Sons, Ltd., Redditch, that they have appointed two new representatives for their well-known productions. Mr. J. L. D. Stanton has started out to represent them in Berks., Hants., Surrey, Sussex and Kent. He has had the advantage of technical training in the cycle and spring industry and will place his experience at the service of his customers.

Mr. J. V. Sara represents the firm in Wilts., Somerset, Dorset, Devon and Cornwall, and carries in his car a full range of "Terry" lines. Mr. Sara is a son of Devon and served his apprenticeship with Messrs. Bruford & Hardy, Ltd., of Plymouth.

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Law Cases.

DAMAGING A CHIFFONNIER.
CARRIERS CHARGES.

IN the Mayor's and City of London Court, before Mr. Registrar Dell, a claim was made by Lep Transport & Depository, Ltd., Foreign and Colonial Carriers, 37 Upper Thames Street, E.C., against Eugene Schmolle, manufacturers agent, 42 Gutter Lane, E.C., for £14/12/1 carriers and shipping charges in connection with the carriage of a chiffonnier for the defendant. Mr. Tetlow, solicitor appeared for the plaintiffs. The defendant said he admitted the claim of the plaintiffs but that he had a counter-claim. Mr. Tetlow said that the goods were delivered in 1922 and the claim was for carriage. The defendant had put in an affidavit of defence but no counter-claim had been filed. The defendant said he had delivered the document to the Court. In the affidavit of defence defendant alleged that in August, 1921, he wanted a piece of antique furniture, a chiffonnier, which he had purchased in France, shipped to him in this country. Delivery of the furniture was delayed till December, 1922, and when delivered was damaged to the extent of £15. Plaintiffs had asked for particulars of the alleged damage but had not received them. In answer to the Registrar the defendant said he was prepared to go ahead with his counter-claim. Mr. Tetlow said the claim was in respect of various transport charges, the matter going back a long time. The claim being admitted it was upon the defendant to prove his counter-claim. Plaintiffs had nothing to do with the transhipment of the piece of furniture from France to England, but they had taken it from the railway company as London carriers. Defendant said he purchased the chiffonnier in question in France for £20 and instructed the person from whom he purchased it to forward it by Fuller & Co., the agents for whom he understood were the plaintiffs in the present case. He did not get delivery for a long time and when it was delivered it arrived in a bad condition. The Registrar said that before the defendant could succeed against the plaintiffs he must prove that they had damaged the piece of furniture. The defendant said he had paid insurance on the furniture and that matter he had been trying to get settled through the plaintiffs. Mr. Tetlow said the defendant had never made a claim against them. He had, however, instructed them to make a claim against the insurance company but they were unable to get any documents as to value from the defendant. Mr. Registrar Dell pointed out to the defendant that his difficulty was that the counter-claim could not be gone into unless it was proved up to the hilt that the plaintiffs were responsible for the damage and the amount of damage. The Registrar pointed out that the furniture had been transhipped from one place to another and it was going to be a troublesome matter to locate where the damage occurred. Mr. Spaull, a witness called for the plaintiff said the piece of furniture was insured in France by Fuller & Co., who sent the goods over. Fuller & Co. had nothing to do with the plaintiff company and neither company had been financially interested in the other. The Registrar said that the defendant was not in a position to do what the Court wanted him to do that day. It was for the defendant to prove the exact condition of the furniture when it was handed over to the plaintiffs. He would give judgment for the plaintiffs for the amount of their claim, and strike out the counter-claim. That would not deprive the defendant of his right to go into the matter at some future period if he had a sufficiently strong case to bring another action. Judgment accordingly with costs.

MUST AN OFFENDING MOTORIST GIVE HIS NAME TO A MEMBER OF THE PUBLIC UPON REQUEST.

AN interesting point was raised in a motoring prosecution at Aberdeen as to whether or not a motorist, who has committed an offence, should give his name to a member of the public who asked for it. Peter Reid, motor salesman, pleaded not guilty to having driven a motor car negligently, and caused it to run into a push cycle, injuring the cyclist and damaging the bicycle, and also to having refused to give his name and address when requested to do so by a witness of the accident. After evidence Sheriff Dallas held that the first charge was proved. He thought, however, that the second charge was more interesting than the first. Under Section I of the Motor Car Act of 1903, any constable could apprehend without warrant any driver who refused to give his name or address. Section 3, however, stated that if the driver of any car, who committed an offence, refused to give his name or address, it was the duty of the owner of the car, if required to give any information, and it seemed to him that that section was framed to provide for, as frequently happened, the absence of a police constable on the occasion of a motor smash, and any member of the public, in the interests of one or other of the parties to the collision, might ask the other for his name and address, which he was in duty bound to disclose. The Deputy-Fiscal said that was the first time a charge of refusing to give a name and address to a witness of an accident had been brought in that court, and he thought it should be made known that motorists should give their names and addresses to any member of the public who was on the scene of an accident when called on to do so, although it was not incumbent on them to do it to all and sundry. A fine of £3 was imposed for the first offence, but no penalty for the second.

MOTOR DRIVERS USING SHOP WINDOWS AS REFLECTORS.

THE practice of motor lorry drivers and carmen using shop windows as looking glasses to detect following traffic, was severely condemned, during the hearing of an action in the Bow County Court, before Judge Snagge. The plaintiff in the action was Mrs. Sarah Ann Woolnough, of 21 Chargeable Lane, Plaistow, and she sued the London General Omnibus Co., Ltd., and Mr. Thos. Feast, of Drew Road, Silvertown, haulage contractor, to recover £50 damages for personal injuries received whilst riding in one of the London General Omnibus Company's buses. Mr. Duthie, appeared for the plaintiff; Mr. R. O. Roberts, barrister, for the London General Omnibus Co., and Mr. Blake Odgers was counsel for Mr. Feast. It was mentioned at the opening that it had been arranged that the damages should be £50, and the only question before the Court was one of liability. Mr. Duthie then said that on the 17th May, the plaintiff was a passenger in a bus going to Tottenham Court Road. When in the East India Dock Road she saw a lorry on the left hand side. The bus was passing it when the driver of the lorry suddenly pulled to the right to cross the road, right in front of the bus. The bus driver at once pulled off to his right to try and run side by side with the lorry but the lorry came over too far, and struck the bus, with the result that several of the passengers were shaken, and the plaintiff badly injured. Mrs. Woolnough gave evidence in support of this, and said if the driver of the lorry had given any warning the accident would not have happened, but as it was they were all jostled together. She was positively certain that the whole of the blame attached to the driver of the motor lorry. On this evidence Mr. Roberts asked that the London General Omnibus Co. be discharged from the action, as the plaintiff herself had absolved them from any blame. It was unusual to have a plaintiff so emphatic in placing the blame, it was usual for the plaintiff to say they did not know to whom the blame attached. Judge Snagge said the situation was a very peculiar one, and he would let the case proceed as against Mr. Feast, but he would not dismiss the London General Omnibus Co. from the action. If at any time it developed that there was any negligence alleged then they would be in the action. Frederick Burnham, the driver of the motor lorry, was then called and said he was going along at about seven to eight miles per hour, with a load of empty beer barrels, and on his near side so far as he could, as part of the road was up. He was going to turn off at Augustus Street, and he asked his mate if it was all clear. His mate leaned out of the cab, and as he got no warning he pulled to his off side. It was impossible to make a sharp turn with his wagon, but as he was turning he suddenly noticed the bus on his right side, so he pulled off to the near side to run parallel with the bus, but the collision occurred. They both did their best to avoid the collision. In cross-examination by Mr. Roberts, he said he had never heard of any trouble that had ever occurred owing to a driver not telling his mate that he was going to turn, and thus giving the mate time to see that it was all clear. His mate was asked if anything was coming up behind, and he used "the bus driver's mirror" for it, and found it was all clear. Asked to explain this he said that all drivers on the road had to depend on the windows in the shops, and they got so used to the reflections of vehicles that they were almost infallible. Steam lorries made a lot of noise on the road, and he was willing to agree that it was possible he would not hear the hooter of a bus. Drivers of these heavy lorries had to take risks when they held up their hands and wanted to turn. In re-examination he said it was one of the commonest things on the road for drivers to use the shop windows to see their way along, and without them a driver would at times be helpless. Called on behalf of the London General Omnibus Co. Mr. Froggett, of 12 Sidney Road, Forest Gate, a master rigger, said he was in the bus when he suddenly saw the wagon make a violent turn to the right, and then seeing his danger another turn to the left. Owing to the very skilful driving of the bus driver the bus did not turn over but he fully expected it would have done. Charles Turner, of 12 Bingley Road, Custom House, the stoker on the wagon, said he looked round at the reflection in the windows, saw everything was safe, put out his arm, and gave the "go on" to the driver. The driver of the bus must have come along at a terrific pace, as he was not in sight "by reflection" when they started

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to turn. The witness admitted that the accident had been a warning to him, and that he was now driving with a reflector. Judge Snagge said the use of shop windows for reflection to avoid accidents was a reprehensible practice and the sooner it was discontinued the safer it would make it for all users of the road. He had come to the conclusion that the driver of the lorry was at fault, and he found for the plaintiff against Mr. Feast for the £50 agreed damages, and costs. By this verdict it would follow that Mr. Feast would have to pay the costs of the London General Omnibus Co. as well as those of the plaintiff.

MOTOR DRIVERS AND DISOBEDIENCE.—THE RIGHTS OF CHAR-A-BANC PROPRIETORS.

A DECISION of considerable interest to char-a-banc owners, with reference to their powers for the dismissal of drivers, was given in the Shoreditch County Court, before Mr. Registrar Kynaston. The plaintiff was Walter Frederick Dixon, of 55 Cooper's Lane, Leyton, a char-a-banc driver, and he sued Mr. A. E. Ewer, of the Curtain Road Tranport Co., of 152 Curtain Road, E.C., carmen and contractors, to recover £6 17s. 8d., being £2 8s. 10d., the balance of a week's wages, and £4 8s. 10d., a week in lieu of notice. Mr. Lloyd appeared for the plaintiff, and Mr. De Meza for the defendants. Mr. Lloyd said the claim was based on the plaintiff's wrongful dismissal. He was engaged at £4 10s. per week, to include Sunday work, in July. On the 3rd of September he took a party by char-a-banc to Southend, and on his return was given £2 and summarily dismissed. The reason given to him was that he had been late in arriving in the morning, and that passengers had complained of being driven back too early. To dismiss a man in this way he had to be guilty of inattention, incompetence, or wilful disobedience, but he would prove that he had been guilty of neither, and that there had been no cause for complaint. For being late it would have been simple to have reprimanded in such a way that it would not occur again. It was significant to remember that the season of the char-a-banc driver was practically at an end in September. The plaintiff gave evidence, and said he had been nine years a driver. He had worked every Sunday up to the 3rd of September, and there had never been any complaint as to his conduct. On that day he arrived home at 10.30 p.m. when he was seen by the defendant's clerk, who handed him £2 and said he had finished up. He saw defendant and told him that it was not good enough for him, and he should take it to Court. On the morning of the 3rd of September he was told he was late on arrival, but he said he had been held up by a tramcar and nothing more was said. As to his being home earlier than anyone else, he considered 10.30 p.m. was quite late enough to be out on the road with a char-a-banc. He had heard that others had been dismissed besides himself. In cross-examination he said his engagement was actually £3 10s. a week for six days, and £1 for Sundays. He got the £3 10s. a week whether he took out a char-a-banc or not, but he was always out on the Sunday, it being the specially busy day. If he took out a car during the week he was paid an extra 2s. a day "road money." He had really no stipulated time for turning up at the garage in the morning, but was told overnight when he was wanted for, but usually he got there at 8 o'clock if no instructions for anything earlier had been given. He denied that on August 14th he kept 13 char-a-bancs waiting at Leyton at 7 o'clock, because he did not turn up till 8 o'clock, for as a fact he said the start was not to be till 9.30 a.m. He emphatically denied that he was warned on that occasion that if he were ever late again he would be dismissed. His orders for the 3rd of September were for 8 o'clock and he arrived at 8.10 a.m., most certainly not 9 o'clock; anyway in time to take the party to Southend. Had he had been as late as suggested he would not have had time to prepare for the trip, and another driver would most certainly have been put in his place. This closed the plaintiff's case, and for the defence, Mr. Ewer gave evidence and said that on the August occasion the plaintiff was so late that he went to his house to fetch him. He arrived a few minutes before nine, and then heard that plaintiff had just gone. All the other drivers were there to their time, in fact the plaintiff was the only one who ignored the directions as to time. There were a lot of complaints about the late start, so he saw the plaintiff, told him this was the fourth time he had had to complain, and if it ever occurred again, he should dismiss him. As to the 3rd of September incident, on the 2nd the plaintiff was told he would be wanted at a certain place at 8 o'clock, which meant that he should be at the garage at 7.30. As a fact he came at 8.45, by which time there had been innumerable telephone calls from the party. They lost that job for the next season, in the same way as they had lost others through the lateness of the plaintiff. When he returned, therefore, defendant told him that he was dismissed as he could stand him no longer; he was losing him too much work. In cross-examination he said he had not a single driver present to corroborate the statement as to the lateness on either occasion as the whole of them were at work that day; he had not discharged one driver since the plaintiff left him. Besides being late in the morning he had other complaints against the plaintiff, one being that he got his party home at night too early, refusing to pull up if asked to do so. He was always home an hour before anyone else, as was the case in the August when he started late, but so soon as they started for home, he raced for home, refused to stop, and was home long before the others; thus separating the whole party. On the occasion of a club outing, his driving was so reckless that he frightened the women passengers, and they complained about it. Mr. De Meza submitted that it had been amply proved that the plaintiff had been guilty of disobedience in failing to turn up punctually to his work which was of the greatest necessity to the owners of char-a-bancs, who were otherwise threatened by the customer that another vehicle should be hired at any price at which it was available and the cost put down to him. The plaintiff had had his warning, and had not chosen to take notice of it. On the other hand, Mr. Lloyd said the disobedience, if any, was of such a trifling character that it did not warrant such drastic treatment as summary dismissal. The Registrar said he was inclined to think that the misconduct had to be of a serious character to warrant instant dismissal, and in this case it anything had occurred it was of a trifling character. He awarded the plaintiff £5 15s. 8d., and costs.

MYSTERIOUS CASE.

IN the Mayor's and City of London Court, before Judge Shewell Cooper, a case was heard in which Mr. Samuel Large, of Wolverhampton, had obtained judgment against the Universal Motor Transport Agency, Queen Victoria Street, for £6, and when execution was levied the goods were claimed by Mrs. L. White, Woodlands, Barnmead Road, Beckenham, whose claim was now adjudicated upon. She claimed the goods—furniture—as having been left to her by her husband. Her son supported her claim. The solicitor for the plaintiff said that the late Mr. White was trading as the Universal Motor Transport Agency before his death. The estate of the deceased was sworn at £391 and, therefore, plaintiff's claim of £6 ought to be paid. Mr. White, the claimant's son, said he and his brother bought the furniture in question to enable his father to start in business, but his death prevented that happening. His brother was the Universal Motor Transport Agency. Judge Shewell Cooper was not satisfied with the claim. He did not think he was justified in holding that the furniture was the property of Mrs. White, who claimed it. The circumstances were very mysterious and it sounded like an ingenious juggle to escape the payment of the just debts of the defendant. It was a family affair. He must bar the claim, with costs.

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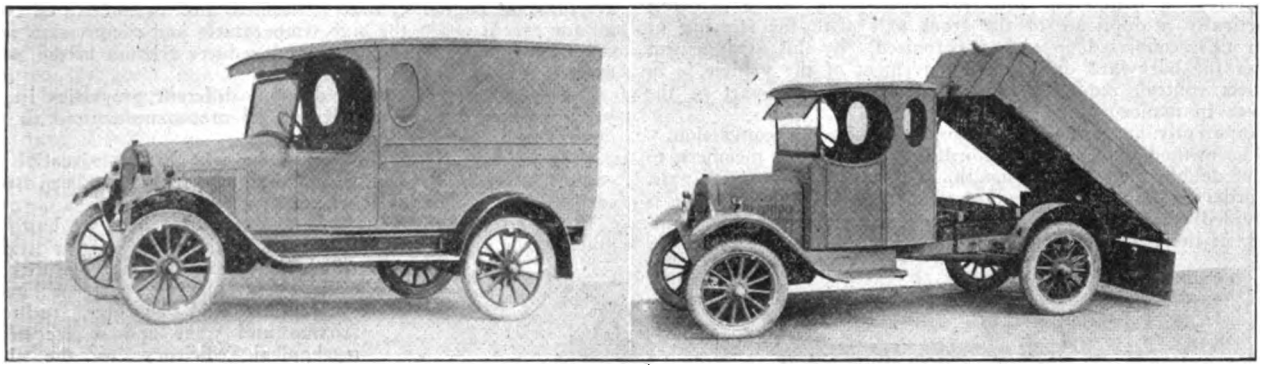
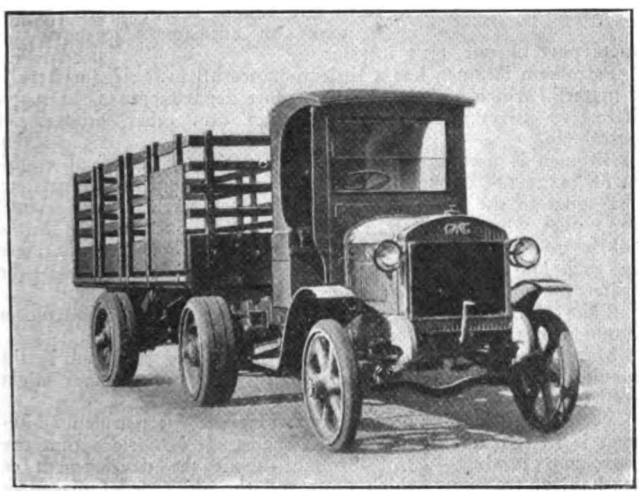
Various Chassis supplied by General Motors.

GENERAL MOTORS, LTD., The Hyde, London, N.W.9, market a wide range of very useful vehicles including Chevrolet and G.M.C.'s. The following are some brief particulars of the various models.

The Chevrolet 10-cwt. light delivery van is marketed at £170 complete with self-starter, dynamo, electric light outfit, electric horn and speedometer. The engine is a four-cylinder valve in head type 3 1/16 inch bore and 4-inch stroke, and develops 21·7 h.p. The cylinders are cast *en bloc* and the head is detachable, the oiling system is a combination of pressure and splash, the carburetter is a Zenith and ignition is the improved Remy. Power is transmitted through a cone type clutch to a three-speed gear box with selective type control, cooling is by water pump, the rear axle is three-quarter floating and the wheel bearings are carried on the wheel hubs and in axle housing, not on axle shaft; Hyatt roller bearings are fitted. Both sets of brakes act on rear wheel drums, the hand brake being internal expanding and the foot brake external contracting. The brake drums are 10 in. in diameter. The wheels are wood, of the artillery type, with demountable rims; the wheels are shod with 30 by 3½ in. non-skid pneumatic tyres. Spur and gear steering is provided with provision for wear. The springs are quarter elliptic front and rear. With regard to the body: the length behind the driver's seat is 4 ft. 8 ins., and the width under hoopsticks 4 ft. 2 ins. The framing is of seasoned ash and the panels are steel. The cab has high side doors and the near side is made to open and is fitted with a good slam lock. There are oval lights to either side of the driver's seat and the latter is covered with best quality leatherette. At the back of the van there are double doors fitted with a double action bolt and there are oval lights in the doors. There is an all-metal screen, the top half of which is adjustable. Alternatively the 10-cwt. chassis may be fitted with a traveller's brougham body. This body has a door at the back with a Yale lock and it has two side windows. There is a partition between the driver's seat and the back, and the driver's seat has a detachable back to give easy access to the sample carrying compartment. There are two windows one on either side of the driver's seat and the doors are provided with drop windows. There is a double adjustable windscreen fitted with a windscreen wiper. The price of the brougham complete is £225.



LEFT, THE CHEVROLET 10-CWT. VAN; RIGHT, THE CHEVROLET 1-TON TIPPER.



THE G.M.C. 15-TON 6-WHEELER.

The 1-ton Chevrolet chassis complete with electric light, electric self-starter, electric horn, speedometer, Autovac tank, three speed gear box, pneumatic tyres all round, 31 in. by 4 in. front, and 34 in. by 4½ in. back, mounted on detachable rims, is £175, or fitted with a van body £230. The same chassis can be supplied as a saloon 14-seater bus body. This bus is a one-man operated vehicle, the door being controlled by the driver. The price of the saloon bus is £365. It can also be supplied as a 14-seater char-a-banc at £345, or with a tipping body with hand tipping gear and drop sides at £241 10s.

General Motors, Ltd., are now marketing a very remarkable six-wheeler which the firm claim as being the only vehicle on the market which can carry a useful load of 15 tons and yet come within the legal weight. The price of this vehicle is £995. A feature of the chassis is that it has a nine speed gear box, that is to say seven forward speeds and two reverse; this is accomplished by two sets of gears, the one set giving high speeds and the other low by comparison, the change from the high to the low speed set is effected by an independent lever and afterwards the changes are made in the ordinary way. There is a 4-cylinder engine, 4½ in. by 6 in. bore and stroke respectively, and the cylinders are fitted with detachable sleeves. The front wheels are fitted with 36 in. by 5 in. single solid tyres and the central or driving wheels are fitted with 40 in. by 14 in. Goodyear giant solid tyres. In order to allow for more than one two-wheel attachment to be used in conjunction with the one tractor an "Elephant's foot" jack support is provided at the front end of the trailer chassis and it is so arranged that it must be in an absolutely perpendicular position before the attachment can be unlocked from the tractor. The pull is taken by two support jaws closing around the King pin. The vehicle is fitted with Westinghouse air pressure brakes, in addition to two sets of internal expanding brakes of the ordinary description.

C.M.U.A., Nottingham.—The East Midlands Division of the Commercial Motor Users' Association recently arranged a Supper and Smoking Concert for drivers employed by members of the Division. The company, which numbered about 160, was presided over by Capt. C. Davenport, manager of the Road Transport Department of Messrs. Boots, Ltd., who was supported by Messrs. G. H. B. Dalgleish, W. H. Shaw, J. Terry, T. Martin, W. Smith, T. Page, W. Habgood, and J. H. Trease, the Divisional Secretary. A very successful evening was enjoyed, and Mr. W. Habgood, the Secretary of the Transport & General Workers' Union, speaking as a guest emphasised the value of such meetings of representatives of both sides of the industry.

East Kent Road Car Co., Ltd.—The report of this Company for the year ended September 30th, 1923, was presented to the shareholders at the Seventh Ordinary General Meeting held at Canterbury on January 1st last. After deducting all items chargeable to Revenue, including depreciation, and writing off the item of preliminary expenses the accounts showed a profit of £20,407 on the year's working. To this had to be added a balance of £6,493 brought forward from the previous year, making a total of £26,900. A dividend of 10 per cent. was declared which accounted for £19,500. The sum of £1,000 was placed to general reserve and the balance of £6,400 was carried forward. Messrs. W. F. French and W. Wolsey retired in accordance with the Articles of Association and were re-elected.

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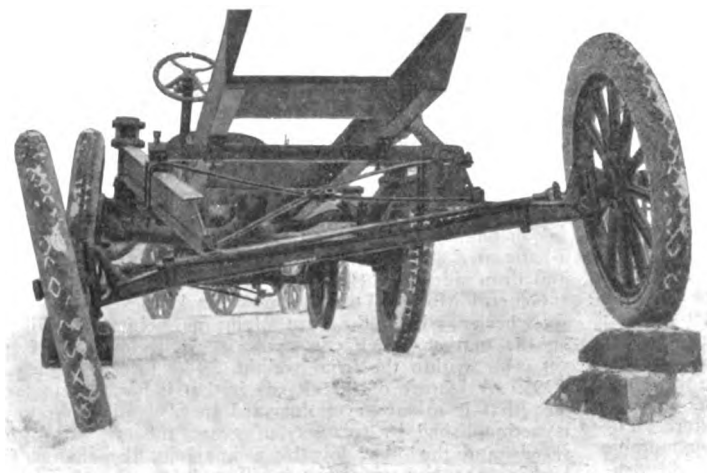
The "Longframe" or Triangle Chassis.

WHILST six-wheelers generally have the effect of increasing to practically double the weight carrying capacity of vehicles, there still remains a need for a handy vehicle, or vehicle adaption, for the accommodation of bulky loads as distinct from the increase in weight capacity. This need appears to have been met very neatly by a Danish firm, Messrs. S. Moehl and A. M. A. Kauffmann, who exhibited at Olympia the Triangle-Longframe six-wheeler, and whose London address is Morch Bros., 35 Tresham Avenue, London, E.9. It differs from other six-wheelers in one very material and advantageous respect, namely, that it is steered by both front and rear wheels, the rear axle being practically a duplicate of the front axle with the steering of both axles connected up and synchronised. By this arrangement either the backward or forward movement of the vehicle is in perfect control, requiring no special skill on the part of the driver in manoeuvring.

Apparently any standard chassis is suitable for conversion.

The method is to extend the ordinary chassis side members, to about double their normal length, to the rear of the back axle. In order to support the standard frame extension a sub-frame is provided consisting of two cantilevers or additional side members, at the rear end of which there is the hind axle; thus far it is similar to an ordinary two-wheel attachment with the exception that no turntable is provided over the back axle of the tractor unit. The front ends of the side members of this sub-frame are shackled to the rear ends of the middle axle springs and at about their centres they are pivotted to the main frame extension. A cross member at the pivot or balancing point carries the steering attachment to the rear wheels.



SHOWING HOW THE "LONGFRAME" ACCOMMODATES ITSELF TO ROAD INEQUALITIES WITHOUT FRAME DISTORTION OR DEPARTURE FROM THE HORIZONTAL.

The advantages of the Longframe may be enumerated as follows:—(1) The bulk carrying capacity of the vehicle is doubled, whilst the weight carrying capacity is increased by practically 50 per cent., for instance, the Longframe conversion of a 1-ton Ford vehicle provides a platform of 14½ feet by 5½ feet; (2) The vehicle may pass over the roughest ground with very little disturbance of the platform from its horizontal plane; (3) The rigid construction, permitted by the front and rear wheel combined steering, has some obvious advantages as compared with the articulated frame; (4) It is an easy vehicle to manoeuvre.

Cross River Transit.—Wallasey Corporation Ferries Committee reports that it has received a deputation from the Liverpool Cart and Motor Owners' Association, the Birkenhead Road Transport Association, the Wallasey Cartowners' Association, the Liverpool Short Cart and Motor Owners' Association, and Messrs. W. M. Ewbank and Co., Secretaries, who expressed their views as to the relative merits of lifts and/or floating roadway for vehicular traffic at Seacombe Ferry. The deputation then withdrew, suggesting that they would send a communication embodying the views of their associations on this question to the corporation.

£700 a Mile for Road Adaptation.—The Highways Committee of the Durham County Council recommends the acceptance of an offer of the South Shields Corporation to contribute £700 per mile towards the cost of the adaptation of the Tyne Dock Road for motor bus traffic.

The Motor Users' Debt to Petroleum.

THE average motorist probably gives little thought to the extent of his indebtedness to petroleum products for the perfection of modern motoring.

He knows, of course, that petrol is derived from crude petroleum and that the price of it provides him with an excellent topic for a mutual "grouse" with his fellow owners; but at that point his interest and appreciation probably ends.

There are many additional products of petroleum which have gone to make motoring the trouble-free and popular institution that it is to-day.

Let us examine the subject a little more closely.

Perhaps first in importance after petrol we have the lubricating oil for our engine cylinders; refined and manufactured with minute care it resists the high temperatures and compression pressures generated in the engine and reduces friction to the minimum.

Different types of engine demand different properties in the lubricant, and various grades of oil are manufactured to suit these variations.

Poor indeed, in imagination, is he who cannot visualize the endless research by chemists and designers which has been necessary to evolve modern lubricants.

From our engine let us turn to our gears; here we have yet other forms of petroleum lubricants in the heavy oils or greases which maintain a thin film of lubricant over every moving part of gears, differentials and bearings, reducing friction and wear and so increasing mechanical efficiency to the high standard it has reached in modern automobile engineering.

Still another grade of petroleum lubricant is the thin oil which we feed to the delicate moving parts of our car's magneto, dynamo, electric starter, etc.

Paraffin—or "Kerosene" as it is called in the trade—we all recognise as indispensable in the garage, for what should we do without it when cleaning and overhauling the various parts of our car?

The same good friend we turn to in fosty weather, when we keep that little oil stove going in the garage.

Paraffin-wax finds its place in the insulation of condenser coils in magneto ignition systems and other electrical equipment.

The same wax goes to the manufacture of the humble candle which we have all found useful when trying to make an adjustment to some remote part of our car's interior.

Petroleum bitumen has a little romance all to itself, for here is a material which finds its way into more departments of the motor industry, directly or indirectly, than any other product of petroleum.

Bitumen is used largely for the insulation of electrical equipment, magnetos, dynamos, starters, wires, instruments, lamps, etc.

It goes to the manufacture of the black varnish and enamel for wings, wheels, chassis, valance, etc. It is incorporated in the fabric used for brake and clutch linings; it even has its place in such unsuspected items as the bulbs of our hooters—the waterproofing of the hood and, in some cases, the tyres.

That roofing felt on our small garage roof has petroleum bitumen as the waterproofing material.

Many are the "trade secrets" and processes involved in the manipulation of bitumen for its many uses, and volumes might well be written on this subject alone.

Yet another and immensely important use for petroleum bitumen is in the making of modern roads. It is curious that one petroleum product—petrol—brought about the development of mechanical transport which destroyed the old type of macadam roads, and that another petroleum product—bitumen—has come to the rescue, enabling roads to be constructed which are dustless, noiseless and capable of withstanding the destructive effect of high speeds and heavy weights.

Such, however, is the case, and during the present year hundreds of thousands of tons of petroleum bitumen have been used in road construction in the United Kingdom.

Surely petroleum has contributed its full quota to the motor car industry and to the comfort and security of the public in general.

Buses may Replace Trams.—Nelson Town Council has asked its Tramways Committee to report as to removing the tramway in Scotland Road and Barrowford and running a service of motor buses instead.

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The National Traction Engine Owners' and Users' Association.

TWENTY-NINTH ANNUAL GENERAL MEETING.

THE Twenty-ninth Annual General Meeting of the National Traction Engine Owners' and Users' Association, with which is incorporated the National Threshing Machine Owners' Association, was held in the Princes Saloon at the Agricultural Hall, Islington, on Wednesday, December 12th last.

Mr. W. H. Gotobed presided and there was a large attendance of members.

SIR WM. JOYNSON-HICKS, BT., M.P., RE-ELECTED PRESIDENT.

The chairman said it was an honour and gave him great pleasure to propose the re-election of Sir Wm. Joynson-Hicks, Bt., M.P., as President of the Association. Sir William retained his great interest in their activities and at all times had helped the Association in every possible way and no man in London knew more about their industry from a legal point of view than did he.

The resolution was seconded by Mr. G. Arnold and carried with acclamation.

OFFICERS FOR 1923-1924.

The following gentlemen were elected to office for the ensuing year. Chairman: Mr. W. H. Gotobed. Vice-Chairmen: Messrs. G. Arnold, A. M. Cole, G. Thurlow and J. Falconer. The Executive Committee were re-elected en bloc. Messrs. W. B. Peat & Co., were re-elected auditors.

ANNUAL REPORT.

Mr. W. H. Gotobed was cordially received on rising to move the adoption of the Annual Report which he said he did not propose to read as a copy had been sent to each member. They would recollect that at the last Annual General Meeting he said he was prepared to undertake the work of the Association as their chairman and trusted he would receive the support and co-operation of the whole of the members. He was glad to say that he had received loyal and constant support from all. He was afraid that all the members did not realise the amount and importance of the work performed by the Association nor the terrific financial strain involved in order to keep in touch and up-to-date upon all matters which came up for attention from time to time. At the present moment were it not for the Association the vast amount of capital represented at that meeting would be worth very little as legislation would be such that they would hardly be able to keep their engines about on the roads as restrictions would be so onerous, difficult and dangerous that it would not be worth while.

Whilst a considerable number of members were most loyal to the Association and paid their subscriptions and so gave encouragement to the Executive, others were diffident. Unless they had the sinews of war to contest proposed restrictive regulations brought forward from time to time, some day they would find themselves in such a predicament that their businesses would not be worth carrying on. There were a considerable number of men connected with the threshing machine side of their industry who had been members of the Association but had resigned with the erroneous idea that the Association did nothing for them and that they could not see what good it was. Some said the Association did not help them to get a living wage as prices were cut here and there, but the Association was not formed to prevent price cutting, its mission being primarily to see that the industry was protected against arbitrary legislation which was sure to come if the Association was not in existence. Hardly a week passed by without some important matters being dealt with by the Association of which the bulk of the members knew nothing. If they were to hold their own as an Association it was the duty of each member to point out to those gentlemen outside the Association the advantages accruing to membership. If an owner infringed the law, which they would all admit was a very easy matter nowadays, he could not then expect to be admitted to membership and the Association to spend a considerable sum of money to get him out of the trouble. It was un-English and not business for a man to expect a few people to keep the National Traction Engine Owners' and Users' Association a going concern and to find the sinews wherewith to accomplish its work especially when members were only asked to pay a nominal sum of 10/- per year.

The Executive Committee spent many days in the year in travelling, paid their own expenses and gave their own time gladly, because they knew that they were helping somebody else as well as themselves. Upon reference to the balance sheet they would see that there was a large sum outstanding representing unpaid subscriptions and if they expected him to continue as their chairman it was only fair that he should be allowed to ask each member to do his best to see that those members who were lagging behind gave prompt attention to the payment of their subscriptions and then at the end of another year he hoped they would find outstanding subscriptions would not amount to so large a sum as at the present time.

Concluding Mr. Gotobed said that he had received a letter from Mr. John Allen, who was in Ireland, in which he said that the interests of traction and agricultural engine owners were being constantly assailed and that it was as necessary now as ever that the Association should remain alive and continue its fight in the interests of the trade.

Mr. McDonald (Messrs. Joynson-Hicks, Hunt, Cardew & McDonald) reviewing the legal work of the Association during the past year said there had been no extraordinary traffic actions and only a few police summonses. Many members, however, had written to the Secretary from time to time seeking advice on various points and advice had been given. If any member found himself in trouble with road authorities or with the police he should communicate with the Secretary at once because very often a little advice given at the right moment would save endless future trouble.

THE CLOSING OF ROADS.

The most important work of the Association from a legal standpoint during the past year had been its opposition to various applications by County Councils for the closing of roads in their respective areas. Under the Roads Act a County Council could apply to the Minister of Transport for power to close the whole or a certain part of any road in their area which was considered dangerous or unsuitable for heavy traffic. Four or five County Councils had made such applications but he did not think they were particularly satisfied with the results. The County Council of Devon made an application for power to close a large number of roads to locomotive vehicles. The Association instructed their Consulting Engineer to survey all the roads it was proposed to close and were represented at the hearing when the Council's proposals were contested in the case of those roads which the Association considered ought not to be closed and he thought he was right in saying that the Minister of Transport only agreed to close about 10 per cent., and in the case of the roads which the Minister did decide to close the Association did not offer opposition as they were thoroughfares which no one with commonsense would want to use for the passage of locomotives as they were hardly fit for perambulators. The Montgomeryshire County Council made application to close certain roads over which timber had been hauled, timber being the ordinary traffic of the neighbourhood. The roads were not dangerous and were quite suitable for ordinary traffic but having regard to the timber which had been hauled over them they had been cut up. Naturally one would have thought it was the duty of the County Surveyor to put the roads into a proper state of repair once more but he seemed to take the view that as the roads had been cut up they had become unsuitable for locomotive traffic. The Association opposed the application and the Minister of Transport refused to make an order and it would thus be the duty of the County Council to put the roads into a proper state of repair. The West Sussex County Council proposed closing 135 roads to mechanical haulage. They were willing to exempt from the operation of any order which might be made any vehicle which was being used for the purposes of agriculture in connection with land adjoining or lying near to the said roads; or any vehicle which was being used for the conveyance of goods or merchandise to or from any house, building or other premises situate in or adjacent to the said roads. Up to the time of the Inquiry it was considered that timber hauled from woods or forests adjacent to the roads was not goods or merchandise and the Association suggested to the West Sussex County Council that Timber hauling should also be included in the exemptions, and being a broadminded County Council they agreed, and when the order of the Minister of Transport was published he thought it would be found that timber would be exempted. During the last year or two the industry as a whole had not been subjected to frivolous attacks by the police and County authorities as had been the case in the past and he attributed that to the fact that surveyors, road authorities and police were taking a more broadminded view regarding the use of locomotives, and nowadays it was appreciated that they were essential to the trade and business of the country. Perhaps a more cogent reason was that during the last 25 years the Association had spent no less a sum than £8,400 on defensive work and he thought they were now reaping the benefit of that expenditure as he had come to the conclusion that if a Road authority knew that a member of a certain industry had at his back a powerful and live Association they would be very careful when deciding whether to attack. If it was necessary to spend money in the years which had passed how much more necessary was it now to have sufficient funds to meet the necessities of the future.

The Report and Balance Sheet were adopted unanimously.

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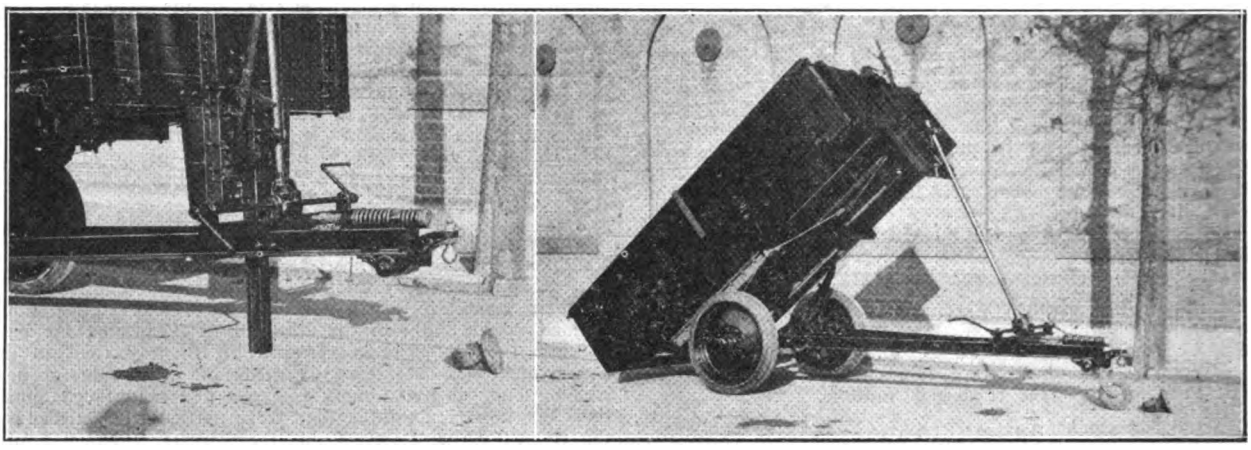
Motor Notes.

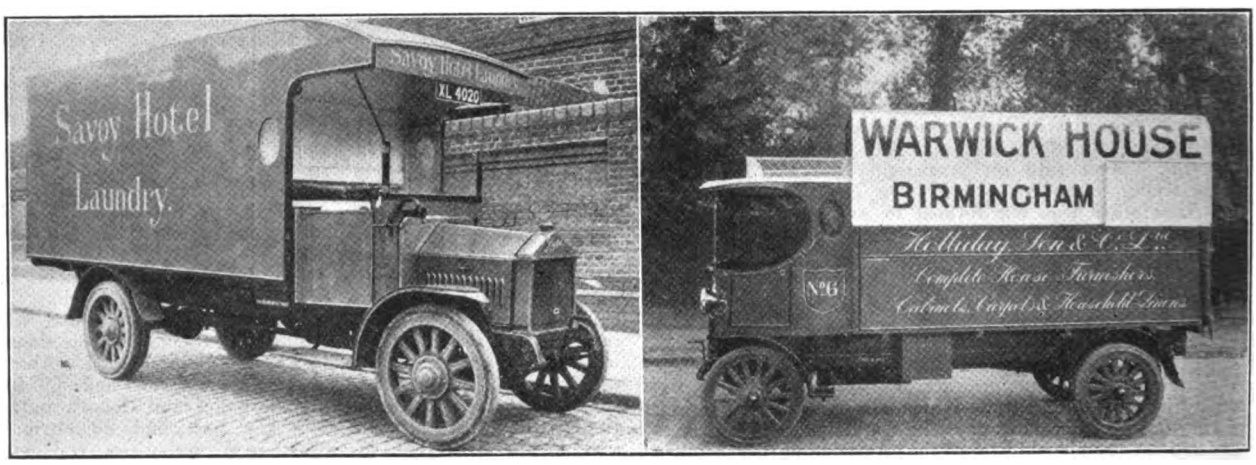
The Eagle Patent 2-wheel Trailer.—Our photographs show a recent type of trailer built by the Eagle Engineering Co., Warwick; the one photograph shows the arrangement for lifting the trailer chassis frame for connecting to the tractor, the other shows the chassis fitted with a tipping body specially built for refuse collection. Orders have recently been received for this trailer from the Admiralty, The Ford Motor Co., and the Dublin Corporation, many Ford agents, contractors and municipalities. This type of trailer is intended for use more particularly with light tractors such as the Fordson.



TWO VIEWS OF THE EAGLE 2-WHEEL TRAILER. LEFT, ARRANGEMENT FOR LIFTING TRAILER CHASSIS FOR ATTACHMENT TO TRACTOR, AND RIGHT, THE TRAILER WITH TIPPING BODY.

Hollings & Guest Tyre Presses.—Hollings & Guest, Ltd., tyre press makers, of Birmingham, have sent us a copy of a testimonial received from the Ortona Motor Company, Limited, of Cambridge, as follows:—"We are in receipt of yours of yesterday's date, and enclose herewith cheque value—in payment of a new Ram Leather for our Hydraulic Press. We should like to take this opportunity of stating that the press has given us entire satisfaction, and has never failed us once, and in spite of its age, it is still in thorough good working order." The foregoing refers to a standard hydraulic tyre press which was supplied by Hollings & Guest, Limited, fourteen years ago.

Burford Vehicles.—Our two photographs show two Burford vans, one for a well-known firm of house furnishers, Holliday, Son & Co., Ltd., of Birmingham, and the other for the Savoy Hotel Laundry. The laundry vehicle is one of a fleet of 2½-ton vehicles owned by the Savoy Laundry. The house furnishers van mounted on a 30-cwt. chassis is designed so as to give maximum room inside, full advantage having been taken of the "D" type chassis which accommodates the driver beside the engine and gives a length of body equal to the wheelbase.



LEFT, A 2½-TON BURFORD LAUNDRY VAN, AND RIGHT, A 30-CWT. BURFORD HOUSE FURNISHER'S VAN.

A Correction.—In our description of the A.E.C. 2-tonner, which appeared in our December number, owing to an error in the print, the vehicle was described as having a 120 b.h.p. engine, whereas it should have been 28 b.h.p. at 1,000 r.p.m.

The New A.E.C. 2-tonner.—The whole of the first batch of the new A.E.C. 2-ton chassis described on another page of this issue, was disposed of by the middle of the Commercial Motor Show, and the Associated Equipment Co. report that the 21-seat saloon bus convertible to char-a-banc, mounted on this type of chassis as exhibited at their stand, has proved itself a popular vehicle, many orders for this type having been placed. To correct an erroneous idea that prevails in some quarters, The Associated Equipment Co. wish to state that all chassis now manufactured by them are fitted with engines built by themselves. Proprietary engines were only fitted during the war period to Government specification and for a short time after. The range of A.E.C. engines now produced is as follows:—35 h.p. "Type 4" (or "S" Type), 35 h.p. "N.S." Type, 45 h.p. "Type 5." Superseding the Tylor engine. 28 h.p. "Type 2." Fitted in the new 2-ton chassis, 65 h.p. "Type 7," fitted in the new 6-wheeled vehicle.

Experiments with Lubricating Oils.—At the London General Meeting of the Institution of Automobile Engineers, held on Wednesday, 12th December, at the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, S.W.1, Mr. H. D. Nickinson read a paper entitled "Some Experiments in the Lubrication of Commercial Vehicle Engines." The paper gave particulars of some experiments carried out on commercial engines to ascertain whether expensive lubricants justify their cost for commercial work. Details were given of tests of seven oils, each run in engines for six months, covering distances between 20,000 and 24,000 miles. Comparisons were made of the cylinder wear, petrol consumption, carbon deposits and the influence of fuel dilution on the viscosity and flash points of the oils. The general results of the trials show that the flash point of an oil is no guide to its lubricating qualities and that under efficient running conditions fuel dilution rarely exceeds 5 per cent., the amount varying with the period of the year. There was very little difference between the oils in respect of fuel consumption, cylinder wear and carbon deposits (in this respect a non-carbonising oil showed no superiority), the cleaning out of crankcases every 1,000 miles

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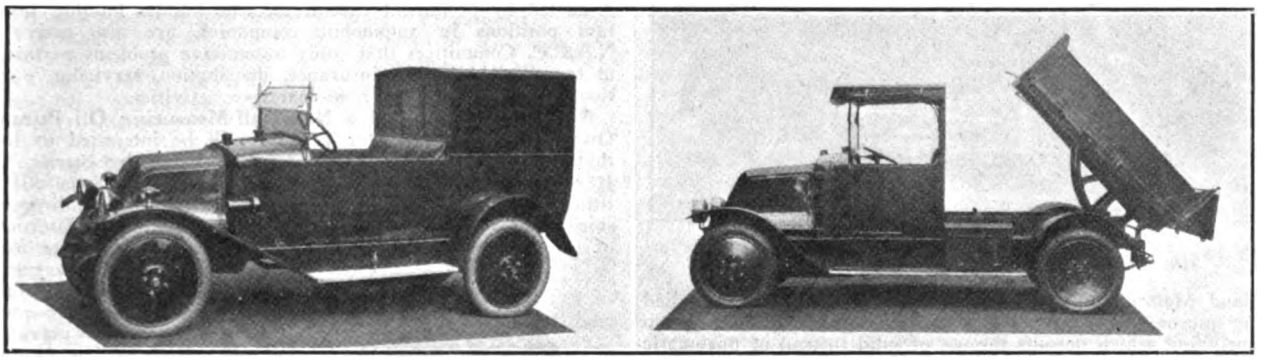
would appear to be uneconomical. Expensive oils for this work appear to be no more efficient than cheaper oils, and in cases where the expensive oil was more efficient, the apparent saving was not commensurate with the extra expenditure entailed.

(The results obtained appear to be contrary to experience and we advise our readers not to assume therefrom that any sort of oil is good enough.—Ed.)

Renault Vehicles.—Renault, Ltd., Seagrave Works, West Brompton, London, S.W.6, have an exceedingly extensive range of vehicles of capacities from 5 cwt. to 7 tons. They are as follows:—an 8·3 h.p. 5-cwt. chassis type "K.J." price £235; a 13·9 h.p. 10-cwt. chassis, type "I.M." £268; a 15-cwt. chassis type "H.K." also with a 13·9 h.p. engine, price £338; a 30-cwt. chassis, type "J.X.2," price £400; a 35-cwt. chassis, type "J.X.1," £420; and a 2-ton chassis, type "K.S." price £570, all three models being fitted with 17·9 h.p. engines; a 2¾-ton type "K.X.A." price £760; a 3½-ton chassis type "L.D." at £585; a 3-ton chassis, type "M.U." at £620, and a 5-ton chassis, type "L.P." at £635, all three chassis being fitted with 24·8 h.p. engines; a 7-ton chassis with a 38·8 h.p. engine, price £810, they also supply 4 and 7-ton six-wheelers. Renault vehicles are well known for their high standard of design, workmanship and materials. All vehicles up to 3½ tons are fitted with Michelin detachable disc wheels and pneumatic tyres. The principal features of the Renault chassis are, sturdy construction and simplicity, whilst accessibility is a feature of the engine.

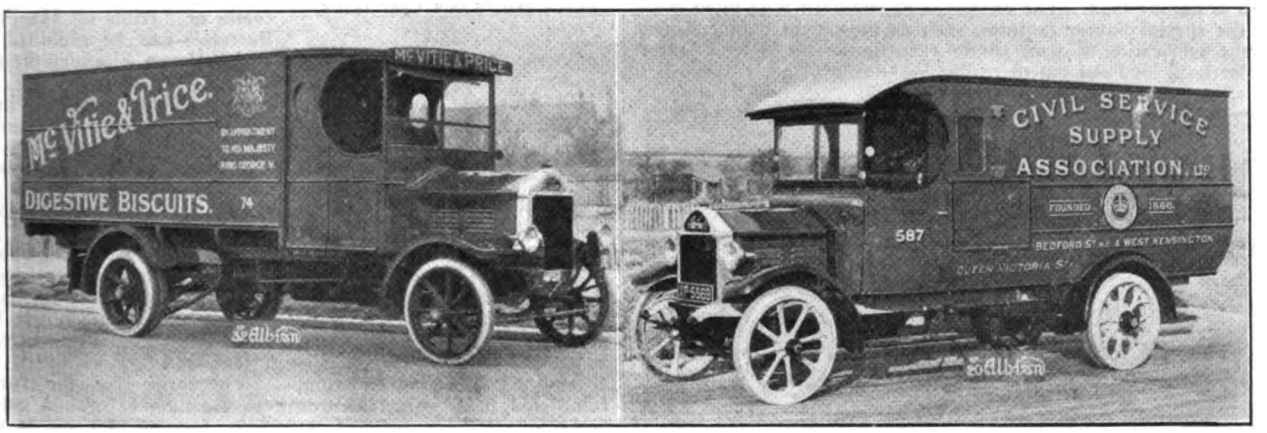
Albions at Olympia.—Our pictures show two of the Albion vehicles which were exhibited at the Olympia Commercial Vehicle Show. One is a 24 h.p. 30-cwt. box van for the Civil Service Supply Association, Ltd., and the other is a 32 h.p. mark 2-3-tonner for McVitie & Price. The Albion firm inform us that they have just received large orders from the Indian Government for 30-cwt. and 3-ton types of vehicles and also from the British War Department for the 30-cwt. type. These orders have been placed with the firm after the most severe tests carried out by those respective services during the past 18 months.

Thornycroft Two-wheel Attachments.—For the transport of loads exceeding six tons or those of a particularly bulky nature, John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1, supply two-wheeled attachments for use in conjunction with their standard types of chassis. For heavy loads they are most suitable for types "J" and "Q" chassis, or for light and bulky loads with type "BT" chassis. The latter combination is particularly useful for service overseas, where axle weights are restricted either by legal regulations or road conditions. If an attachment is required to be in constant use the firm recommend a shorter wheelbase than that of the standard chassis so as to ensure the combination being easily manoeuvred in narrow roads and confined spaces. Powerful brakes are fitted to the trailing wheels, controlled from the driver's seat, and the wheels are fitted with solid rubber tyres. The following are brief particulars of these attachments: For "BT" type chassis: useful load, 4 tons; platform area, 19 ft. by 6 ft. 6 ins; front axle weight, 1 ton 4 cwt.; vehicle rear axle weight, 3 tons 14 cwt.; trailing axle weight, 3 tons 5 cwt.; recommended wheelbase of chassis 11 ft. For type "J" chassis; useful load, 8½ tons; platform area, 21 ft. by 7 ft., front axle weight, 1 ton 18 cwt.; vehicle rear axle weight, 6 tons 10 cwt.; trailing axle weight, 6 tons; recommended wheelbase of chassis, 12 ft. For type "Q" chassis: useful load 10¾ tons, platform area, 25 ft. by 7 ft. 3 ins.; front axle weight, 2 tons 4 cwt.; vehicle rear axle weight, 7 tons 18 cwt.; trailing axle weight, 7 tons 10 cwt.; recommended wheelbase of chassis 12 ft.



LEFT, A RENAULT TRAVELLER'S CAR, AND RIGHT, A RENAULT TIPPING LORRY.

Rubber Tyres for Traction Engines.—We have received from Chas. Macintosh & Co., Ltd., Cambridge Street, Manchester, a pamphlet describing the firm's giant endless rubber tyres for traction engines, road locomotives, and similar vehicles. We may say we have watched the experimental work with these tyres with the keenest interest for the past four years, particularly on traction engines, the property of that very well-known heavy haulage contractor, Mr. Norman E. Box, of Manchester, and we have frequently discussed them with him and he has assured us that he is entirely satisfied with them and is not at all likely to revert again to steel tyres. The advantages of these tyres on tractors and traction engines are exactly similar to the advantages rubber tyres provide when used on lighter vehicles, that is they provide greater adhesion so that heavier loads may be hauled by the same tractor unit, that is to say, a larger percentage of the power provided is turned into useful work and, what is of still greater importance, they are advantageous from an economical point of view. With regard to sizes and prices: the firm state that by their present arrangements they are able to offer rubber tyres for all wheels up to 7 ft. diameter suitable for fitting to all sizes of tractors, heavy traction engines and road locomotives. They state that rubber tyres cannot be fitted to old wheels, and complete new wheels have to be supplied. The working life of



LEFT, A 2-3-TON ALBION FOR MCVITIE & PRICE, AND RIGHT, A 30-CWT. BOX VAN FOR THE CIVIL SERVICE SUPPLY ASSOCIATION.

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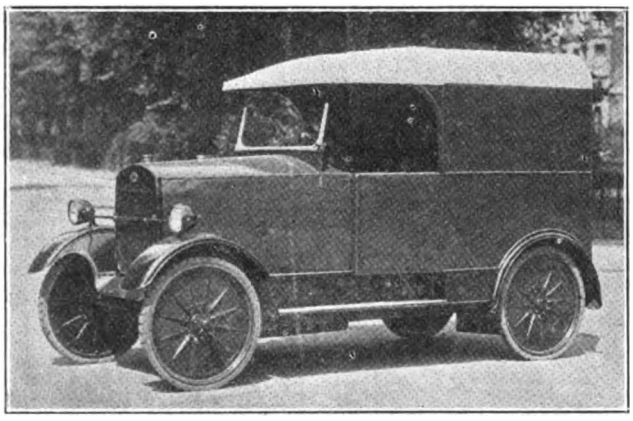
the tyres is very long and although the cost appears heavy it is spread over a large mileage. We suggest that for certain classes of haulage that these tyres are not only advantageous but essential. In a testimonial addressed to Chas. Macintosh & Co., and reproduced in the firm's catalogue, Norman E. Box, Ltd., state: "We shall be very pleased to show your customers our tractors at any time. We have had six sets of tyres and shall shortly be ordering further supplies."

The "Trojan" 5-cwt. Parcel Van.—No doubt our readers already know, or have heard, of the "Trojan" car, produced by



THE LEYLAND "TROJAN" LIGHT DELIVERY VAN.

Leyland Motors, Ltd., Leyland, Lancs., in which are embodied many unusual features, the most notable being the cantilever system of springing which permits the use of solid instead of pneumatic tyres. The "Trojan" car has been on the market some 18 months and has met with much success as a passenger vehicle. The manufacturers have now decided to adopt it for parcel delivery work so as to extend its sphere of action, the price of the 5-cwt. parcel van is £157/10/0. The van body provides 60 cubic feet of cargo space and the manufacturers state that it will take up to 7 cwts. No seat is provided by the driver's side, partly to prevent "joy-riding," but more particularly to increase the body space. At first there was prejudice against solid tyres for so light a vehicle but practical use has demonstrated that they are entirely suitable; punctures, therefore, are avoided, and the makers inform us that a set of tyres will give 15,000 miles and that the price of the set is only £7/10/0. The engine is of the two-stroke type, and the gearing is epicyclic, the makers also state that the petrol consumption is 40 miles to the gallon—they refer, presumably, to the car on a straight run.

Mark Mayhew's Purchase a Saurer.—Our photograph is of a 5½-ton Saurer supplied to Mark Mayhew, Ltd. We are informed that the order for the Saurer was placed after a series of tests had been made with other available makes. The vehicle will carry a full load of 5½ tons and will also haul a trailer with a similar load. The chassis is of standard type fitted with all the special Saurer features, such as the patent engine brake, patent lubrication system, single reduction bevel drive, Saurer trailer hook, and the patent trailer brake control gear.

MARK MAYHEW'S PURCHASE A SAURER.

The British Empire Exhibition. — The Society of Motor Manufacturers & Traders, Ltd., have sent us the following list of commercial motor vehicle and body-work manufacturers who will be exhibiting at the British Empire Exhibition next year. We are also asked to state that the space taken by the Society still leaves room for some additional representation. COMMERCIAL MOTOR VEHICLES AND BODYWORK.—Albion Motor Car Co., Ltd., Austin Motor Co., Ltd., Beardmore, Wm., & Co., Ltd., Bristol Tramways & Carriage Co., Ltd., Burford, H. G. & Co., Ltd., Dennis Bros., Ltd., Fodens, Ltd., Garrett, Richard & Sons, Ltd., Halley's Industrial Motors, Ltd., Karrier Motors, Ltd., Leyland Motors, Ltd., Scammell Lorries, Ltd., Sentinel Waggon Works (1920), Ltd., Thornycroft, John I., & Co., Ltd., Tilling-Stevens Motors, Ltd., Vulcan Motor & Engineering Co. (1906), Ltd., Walker Vehicles, Ltd., Weybridge Motor Engineering Co., Ltd.

The International Motor Transport Congress in Detroit, U.S.A.—The National Automobile Chamber of Commerce proposes to hold a world Motor Transport Congress at Detroit, in May, this year. It is the first of its kind ever held in the U.S.A. and will be attended by automotive representatives from all parts of the world. Its purpose is to provide a better understanding of the economic factors underlying motor transportation in every part of the world. The Congress is under the auspices of the National Automobile Chamber of Commerce. Invitations are to be extended to Foreign Government Officials, automotive associations, dealers representing automotive manufacturers abroad, and editors of trade papers devoted to motor transport in each of 114 countries, where motor vehicles are used. FOUR DAY PROGRAMME.—The Congress is to last four days during which time subjects of direct bearing on the economic development of international motor transport will be discussed by prominent executives, who besides holding important positions in automobile companies, are also active on N.A.C.C. Committees that study automotive problems pertaining to taxation, highways, insurance, distribution, servicing, operation, financing and other co-operative activities.

Barrel Handling and a New Self-Measuring Oil Pump.—Owners of fleets of motor vehicles will be interested to learn that a very useful card has been prepared by Sterns, Ltd. It consists of "Hints on Handling Barrels," and sets out the little things that are useful and necessary in handling and storing oil barrels. It is particularly useful for the instruction of men who for lack of such small items of knowledge might unwittingly cause barrels to deteriorate, and so waste or spoil some of the contents. Sterns, Ltd., are also marketing a new self-measuring oil pump which should prove of great interest to owners of fleets of motor vehicles. It is made for fitting to the 40-gallon air and water-tight steel barrels in which Sternol oils and greases can be obtained, and can be instantly fitted to and removed from the barrels. When in use a special spring lock prevents pilferage. The pump screws into the head of the barrel vertically and accurately, and automatically measures quarts, pints and half pints. The weight is only 25 lbs., no tools are needed, it does away with inaccurate and dirty ways of measuring, and is the next thing to indestructible. Full particulars and also copies of "Hints on Handling Barrels," can be obtained on application to Sterns, Ltd., Royal London House, Finsbury Square, London, E.C.2.

UNITED STATES CUSHION TYRE, DESCRIBED IN OUR LAST ISSUE.

Oil Storage Tanks.—Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C. 2, have sent us a booklet they are issuing describing their motor oil storage tanks and pumps; they include single tanks of 50 gallons capacity, battery tanks with tanks of 100 gallons capacity each, and transfer pumps for transferring the oil from the barrels to the tanks. The No. 1 model with a capacity of 50 gallons is priced at £5 5s. There is no meter attached to this model. The No. 2 model also holding 50 gallons costs £8 8s. A meter can be attached, for which an extra charge of £2 10s. is made. It has a variable measure giving ½ pint, 1 pint and 1 quart. It has a drip tube filter and cover with shoulders drilled to take a padlock, it also has a built-in lock and key. Models 3a, 4 and 5, have barrel ramps. The price for the barrel ramp and dash varies according to the number of 100 gallon tanks in a battery, being from £2 5s. for one tank to £4 10s. for six tanks. The price of the 100 barrel tank is £10 10s., or model 3a, having the price of the meter, included £17 17s. Further particulars may be had on application to the firm.

The Karrier Data Sheet. — Karrier Motors are issuing a data sheet giving full particulars of their various commercial vehicles, of which they market no fewer than 17 different models, the goods-carrying vehicles being from 25 cwt. to 5 tons capacity, while passenger vehicles provide accommodation for from 28 to 33 passengers. The particulars of the engines include, number of cylinders, bore, stroke, horse power, R.A.C. rating, method of lubrication and ignition. Gear box particulars include ratios and speeds. The sizes of wheels and tyres are given and useful particulars with regard to chassis dimensions. The sheet is extremely useful for the purpose of reference.

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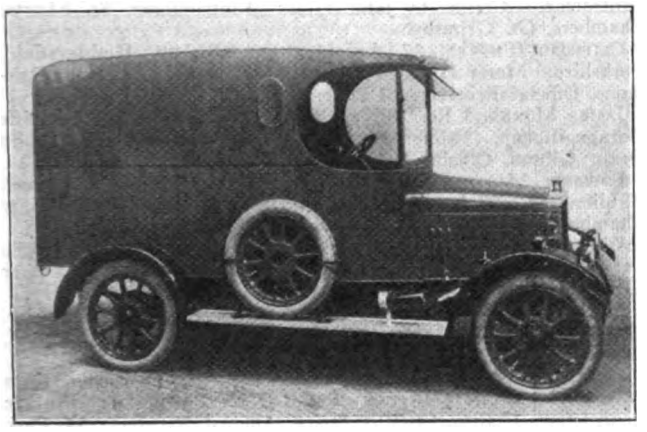
The L.V.L.

THE L.V.L. is an extremely attractive British made 25/30 cwt. chassis, built by Light Vehicles, Ltd., Powlett Street, Wolverhampton, and already well received by those requiring transport vehicles of this type. Its outstanding features are simplicity of design and strength.

It has a 20-h.p. 4-cylinder monobloc engine with detachable head, forced feed lubrication to main bearings and splash to connecting rods. Water is circulated by pump assisted by a four-bladed fan. The radiator is of the gilled tube type with detachable head and bottom tanks. The carburetter is a Zenith, fed by gravity from the petrol tank on the dash. Ignition is by H.T. magneto. Power is transmitted through a Ferodo-faced cone clutch to a four-speed and reverse gear box of the selector type. On the top gear the drive is direct. The rear axle is a fully floating overhead worm type and the axle case is a steel stamping of great strength. All the controls are fitted above the steering wheels. The brakes are internal expanding acting on rear wheel drums. The springs are semi-elliptic overslung on the rear with a special design of spring plate. The wheels are steel disc, detachable, for solid or pneumatic tyres, the solid tyre sizes are 80 mm. for 720 mm. rims, single front and twin rear. The wheelbase is 10 ft., the track 4 ft. 8 ins., the overall length is 14 ft. 10 ins., the distance from the dash to the end of the frame is 14 ft. 10 ins.

The "Westcar" Light Delivery Van.

THE "Westcar" is a handy little delivery van with a load capacity of 10 cwt., manufactured by the Strode Engineering Works, Herne, Kent, of which Major Prescott Westcar, O.B.E., is the proprietor. It has a 12-h.p. four-cylinder engine, 69 by 100, with three point suspension; it has a detachable cylinder



THE "WESTCAR" LIGHT VAN.

head. The engine clutch and gear box form a single unit. Thermo-syphon cooling is adopted, lubrication is by pump and trough, the carburetter is a Zenith and ignition is by B.T.H. magneto. The clutch is a fabric-lined cone type. The gear box contains three speeds and a reverse. From the gear box the drive is taken by tubular propeller shaft, with two spider type universal joints, to the spiral bevel final drive. The rear axle is semi-floating and there are substantial thrust and journal ball and roller bearings throughout. Both brakes act on back wheel drums. They are internal expanding with Ferodo-lined shoes and "Westcar" compensating gear. The frame is a mild steel pressing 4 inches deep. The wheels are Sankey detachable, fitted with Rapson tyres 760 by 900. The road clearance is 10½ in., and the overall length 12 ft. 6 in., and overall width 5 ft., total length of body space 5 ft. 6 in., wheeltrack 4 ft.

British Empire Exhibition.

Hours of Opening.—Hours of opening and closing the British Empire Exhibition, which starts at Wembley next April, have now been fixed. The Exhibition grounds will be open from 10 a.m. to 11 p.m. except Sundays. Exhibits will be on view from 10 a.m. to 10 p.m. No exhibitor will be required to keep any machinery moving or full staff in attendance at stalls after 8.30 p.m. from Mondays to Fridays inclusive, or after 9.30 p.m. on Saturdays, but otherwise exhibitors will be expected to keep their exhibits fully on show between 10 a.m. to 10 p.m. In regard to sales, exhibitors will be permitted to arrange their own hours between 10 a.m. and 10 p.m. subject to the provision of the Shop Hours Act.

Wembley's Conference Programme.—The programme of the conferences to be held during the course of the British Empire Exhibition at Wembley next year is steadily growing. Already some twenty important conferences have been arranged and definite dates assigned for them. Chief on the list are probably the International Advertising Convention which is to be held during July, the first World Power Conference which the British Electrical and Allied Manufacturers' Association is organising and the Mining and Metallurgical Conference in which the principal organisations connected with the Mining Industry, the Institution of Mining Engineers. The Institution of Petroleum Technologists. The Mining Association of Great Britain. The Iron and Steel Institute. The Institute of Metals. The National Federation of Iron and Steel Engineers are taking part.

Three conference halls, which are now well on the way towards completion are being built at Wembley. These can accommodate respectively 200, 600 and 1,800 people.

Arrangements have been made between the British Science Guild and the National Joint Council of the Trade Union Congress and the Labour Party, to hold a Conference on Science and Labour, on July 31st and August 1st and 2nd.

The following bodies are arranging conferences for which dates have not yet been definitely fixed:—Incorporated Federated Associations of Boot and Shoe Manufacturers, Women's Settlement—Canning Town East, National Savings Committee, Health Propaganda Association, Royal Society for the Protection of Birds, Y.W.C.A., Institution of Naval Architects, Institute of Automobile Engineers, and Institute of Sanitary Engineers.

The Horace Plunket Foundation, in Association with the Presidents of the English, Irish, Scottish and Welsh Agricultural Organisation Societies, is organising a Conference on Agricultural Co-operation.

The following bodies have now been definitely given dates for the Conferences they are arranging:—

British Engineers' Association	April 30th.
International Council of Women ...	May 2nd.
Town Planning Institute	May 5th to 10th.
British Engineers' Association... ...	May 21st and 22nd.
Imperial Studies Committee of the Royal Colonial Institute	May 26th to 31st.
Institute of Mining and Metallurgy ...	June 3rd to 6th.
Textile Institute	June 10th to 12th.
Society of Dyers and Colourists ...	June 11th and 12th.
Electrical Contractors' Association ...	June 18th.
League of Nations' Union	June 16th to 21st.
British Electrical and Allied Manufacturers Association. World Power Conference	June 30th to July 12th.
Thirty Club: International Advertising Convention	July 14th to 19th.
Museum Association	July 21st to 26th.
British Chemical Association	July 10th.
British Engineers' Association	September 17th.
Sir Dennison Ross' Committee. Conference on Religions of the Empire...	Sept. 23rd and 26th.
Decimal Association	October 1st.
British Engineers' Association	Oct. 15th and 16th.
International Council of Women ...	Oct. 27th and 28th.

New Patents.

This list is specially compiled for THE WORLD'S CARRIERS by Messrs. Rayner & Co., Registered Patent Agents, of 5, Chancery Lane, London W.C.2, from whom all information relating to Patents, trade marks and designs, can be obtained gratuitously.

LATEST PATENT APPLICATIONS.

31028.—Forth Engine and Motor Works (Newcastle-upon-Tyne), Ltd. Side-tipping bodies for vehicles. December 10th.

30617.—Clayton Wagons, Ltd. Self-propelled vehicles. December 5th.

30372.—Jarny, M. E. de. Illuminated indicator for taxi-cabs, etc. December 3rd.

30792.—Heritage, A. H. Seat for vehicles. December 7th.

30465.—Stewart, J. C. Lifting, lowering, or van-loading apparatus. December 4th.

SPECIFICATIONS PUBLISHED THIS MONTH.

207992.—Athey Truss Wheel Co. Endless tracks for vehicles.

207576.—Stronach, R. S., Galbraith, A., and Roadrails, Ltd. Convertible power-driven vehicles for service on road and rails.

207595.—Holle, A. A. Motor road vehicles.

207682.—Gage, S., and London General Omnibus Co., Ltd. Passenger vehicles.

207216.—Hickman Body Building Co., Ltd., and Nixon, R. Drop windows for road vehicles.

207334.—Chambers, H. Crane and gantry for vehicles.

Messrs. Rayner & Co. will obtain printed copies of the Published Specifications only, and forward on post free for the price of 1s. 6d. each.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Kenyon Transport Co., Ltd., 15 Earle Street, Liverpool, haulage contractors and forwarding agents. £26/19/7. October 4th.

Robt. Needham, Medlock Hall Farm, Daisy Nook, near Ashton-under-Lyne, carrier, etc. £64/7/0. October 4th.

H. C. Baldwin, 72 Leonard Street, London, E.C., cartage contractor. £16/1/0. October 3rd.

C. Bardeleau, 62 Sale Street, Bethnal Green, London, E., cartage contractor. £18/5/0. September 25th.

Hy. Giles, 78 Lower Oldfield Park, Bath, haulage contractor. £44/18/4. October 5th.

Albt. E. Boulton, Titley, Herefordshire, timber haulier. £29/17/2. September 24th.

Fidler & Neave, 68 Waterloo Street, Lower Crumpsall, Lancs., haulage contractors. £11/17/0. October 3rd.

Stafford & Alderson, Hope Street, Wellington Street, Gorton, Lancs., char-a-banc proprietors. £27/17/6. October 9th.

Harry Elliott, Tydd Street, Mary's Fen, near Holbeach, Lincs., cartage contractor. £24/13/5. September 12th.

Jno. Jordan, 16 Roberts, Street, Windmill Lane, Sneinton, Nottingham, haulage contractor. £15/13/6. October 10th.

W. A. Davies, Penybank Cottage, Forestfach, Glam., haulage contractor. £28/10/4. September 22nd.

R. F. Watkins & Evans, Plas Newydd, Ruthin, Denbighshire, haulage contractors. £15/11/9. October 3rd.

T. Opie, 3 Fitzroy Street, Cardiff, haulage contractor. £48/0/11. October 10th.

Birkenhead Road Transport Clearing House, Ltd., 56 Hamilton Square, Birkenhead, haulage contractors. £15/13/0. September 14th.

Geo. Cole, 83 High Street, Cheshunt, Herts., carman and contractor. £43/0/0. October 11th.

Jno. McKean, 12 St. Paul's Square, Liverpool, motor haulage contractor. £99/4/5. October 22nd.

T. Shorrocks & M. Shorrocks, 12 Ermine Street, Liverpool (trading as Everton Transport Co.), haulage contractors. £23/16/6. September 20th.

Central Road Tranports, Ltd., Cattle Market, Leicester, carriers. £26/15/6. October 12th.

Owen Philip Allcock, Treaty House Garage, Uxbridge, Middlesex; haulage contractor. £21/14/5. October 18th.

Israel Bryer, 33 Stepney Green, London, E., motor haulage contractor. £100/19/8. October 12th.

A. Ford, Wharf Road, Latimer Road, London, W., haulage contractor. £18/14/2. October 12th.

D. & M. Harris, 51 Great Alie Street, Aldgate, London, E., motor contractors. £17/17/9. September 18th.

C. Strickland, 3 Randolph Mews, Maida Vale, London, N.W., haulage contractor. £11/8/6. October 9th.

Wm. Mitchell, 15 Herbert Road, Bath, haulage contractor. £22/18/0. October 16th.

G. H. Craddock, 15 Earle Street, Liverpool, forwarding agent. £23/4/6. November 3rd.

Davenport & Ashford, 13 Little James Street, Holborn, W.C., motor haulage contractors. £46/12/6. October 31st.

S. J. Goy, 86 Northumberland Street, Nottingham, general carter. £73/16/1. October 10th.

Atlas Carriers, Claremont Chambers, Shrewsbury, haulage contractors. £12/10/4. September 24th.

Falcon Motor Transport Co., Ltd., Crossley Street, Smallbridge, Lancs., motor haulage contractors. £45/2/5. September 21st.

E.L.Y. Transport Co., 19 Southampton Buildings, Chancery Lane, W.C., haulage contractors. £32/14/9. October 18th.

P. Hearn (firm), 234 Gray's Inn Road, W.C., jobmasters. £10/4/0. October 23rd.

Pratt Bros., Spring Farm, Huthwaite, Notts., haulage contractors. £40/6/8. November 7th.

Sherwood Transport Co., Hooley Street, Sherwood, Notts., transport contractors. £27/6/3. November 7th.

Eastern Counties Haulage Co., St. Nicholas Street, Ipswich, haulage contractors. £36/4/3. October 18th.

Devon Traction & Motor Co., Ltd., 1 Budge Row, London, E.C., heavy haulage contractors. £23/9/5. November 5th.

F. A. Long & Co., 50 Northern Street, Lewisham, London, S.E., transport contractors. £40/4/8. November 8th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

EDWARD BENNETT, The Rope Walk, Acre End Street, Eynsham, Oxford. Haulier. Receiving order, December 5th, 1923. Public examination, January 21st, at Oxford.

HAROLD ARTHUR FALKINER, Purston Garage, Featherstone, Yorkshire. Haulage Contractor, etc. Receiving order and order of adjudication, December 3rd, 1923.

ARTHUR EDWIN HARRISON, 147 Hylton Road, and Back Robert Street, Millfield, Sunderland. Haulage Contractor, etc. Receiving order and order of adjudication, December 5th, 1923. Public examination, January 17th, at Sunderland.

THOMAS EVANS, EVAN EDWARD EVANS and JOHN THOMAS EVANS, The Llys Farm and Cabin House Farm, Oswestry, Salop. Haulage Contractors, etc. Receiving order and order of adjudication, December 12th, 1923. Public examination, February 12th, at Wrexham.

R. H. ROOK, 24 Murray Street, New North Road, London, N.1. Cartage Contractor. Receiving order, December 13th, 1923. Public examination, January 22nd, 1924, in London. Order of adjudication, December 17th, 1923.

ROBERT SCAIFE, Junr., trading as Robert Scaife & Sons, Craven Street Garage, Colne, Lancashire. Haulage Contractor. Receiving order and order of adjudication, December 21st, 1923.

JOHN CARTER, 20 Bridge Street, Coseley, Staffordshire. Haulier. Public examination, January 18th, at Dudley.

Notices of Intended Dividends.

JAMES ALLEN, CYRIL ALLEN and GEORGE BOLTON, trading as the A.B.C. Motor Haulage Co., Cross Street, Fish Docks, Gt. Grimsby. Motor Haulage Contractors. Claims to John Fildes Wintringham, St. Mary's Chambers, Gt. Grimsby.

FRANK POPPLE, School Lane, Bottesford, Lincs. Steam Haulage Contractor. Claims to John Fildes Wintringham, St. Mary's Chambers, Gt. Grimsby.

CLIFFORD THORPE, 27 Arnold Street, Birkby, Huddersfield, Yorkshire. Motor Haulage Contractor. Claims to Walter Durrance, Official Receiver, 12 Duke Street, Bradford.

JAMES MONKS, 3 Rose Street, Bacup, Lancashire, late Rockliffe Garage, Bacup. Motor Haulage Contractor. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

EDWARD MASTERS, 12 Princes Street, Dorchester, Dorset. Haulier, etc. Claims to Tilney Barton, Official Receiver, City Chambers, Catherine Street, Salisbury.

WILFRED LESLIE KEW, Wiggenhall Saint Germans, Norfolk. Carrier, etc. Claims to H. P. Gould, Official Receiver, 8 Upper King Street, Norwich.

THOMAS DOLAN, 101 Lowe Street, St. Helens, Lancashire. Haulage Contractor, etc. Claims to Elwy Davies Symond, Official Receiver, 11 Dale Street, Liverpool.

ALFRED ARCHER PRICE, The Bungalow, Cardiff Road, Dinas Powis, Glam., late 4 Bretway Road, Dinas Powis, late Haulage Contractor. Claims to Ellis Owen, Official Receiver, 34 Park Place, Cardiff.

WM. GEORGE MANUEL, Parker's Lane, Newtown, Montgomery. Haulage Contractor. Claims to F. T. Halcomb, Official Receiver, 22 Swan Hill, Shrewsbury.

JEDIAH GOODWIN BROCKLEHURST and THOMAS BROCKLEHURST, trading as J. & T. Brocklehurst, 7 Hepworth Street, Castleford, Yorkshire. Motor Hauliers. Claims to Basil Shaw Briggs, Official Receiver, 21 King Street, Wakefield.

WILLIAM BRIGGS and FRED ALLSOPP, trading as Allsopp & Briggs, 45 Lundhill, Hemingfield, near Barnsley, Yorkshire. Haulage Contractors. Claims to Basil Shaw Briggs, Official Receiver, 21 King Street, Wakefield.

FRED MARCHANT, 14 Thornleigh Road, Horfield, Bristol. Furniture Remover. Claims to Frederick William Darley, Official Receiver, 26 Baldwin Street, Bristol.

ROWLAND WARD, 81 Garden Street, Castleford, Yorkshire. Haulage Contractor. Claims to Basil Shaw Briggs, Official Receiver, 21 King Street, Wakefield.

Notices of Dividends.

JOHN EDWIN DANIELS, 72 Warrington Road, Glazebury, Lancashire, and Bold Street, Leigh, Lancashire General Carter. First and final of 2/3 in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

JAMES ALLEN, CYRIL ALLEN and GEORGE BOLTON, trading with another as the A.B.C. Motor Haulage Company, Cross Street, Fish Docks, Gt. Grimsby. Motor Haulage Contractors. First and final of 6d. in the £. Payable at the Official Receiver's Office, St. Mary's Chambers, Gt. Grimsby.

CHARLES FREDERICK LEDGARD, trading as John A. Ledgard, 245 Huddersfield Road, Dewsbury, Yorkshire. Haulage Contractor. First and final of 2/2¼ in the £. Payable at the Official Receiver's Office, 12 Duke Street, Bradford.

JAMES MONKS, 3 Rose Street, Bacup, late Rockcliffe Garage, Bacup, Lancashire. Late Haulage Contractor. First and final of

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4½d. in the £. Payable at the Official Receiver's Offices, Byrom Street, Manchester.

WILLIAM ANDERSON and ALBERT ANDERSON, trading as Anderson Bros., The Leys, Darlaston, Staffordshire. Haulage Contractors. First and final of 2/9 in the £. Payable at the Official Receiver's Office, 30 Lichfield Street, Wolverhampton.

FRANK POPPLE, School Lane, Bottesford, Lincolnshire, late Hill Street, Corbridge-on-Tyne, Northumberland. First and final of 1/1¼ in the £. Payable at the Official Receiver's Office, St. Mary's Chambers, Gt. Grimsby.

ALBERT WRIGHT, 51 Alfred Street, Nottingham. Carting Contractor. Composition of 10/- in the £. Payable at the Official Receiver's Offices, 4 Castle Place, Nottingham.

WILLIAM BRIGGS and FRED ALLSOPP, trading as Allsopp & Briggs, 45 Lundhill, Hemingfield. Haulage Contractors. First and final of 1/5¾ in the £. Payable at the Official Receiver's Office, 21 King Street, Wakefield.

JEDIAH GOODWIN BROCKLEHURST and THOMAS BROCKLEHURST, trading as J. & T. Brocklehurst, 7 Hepworth Street, Castleford, Yorkshire. Motor Hauliers. First and final of 1/1¾ in the £. Payable at the Official Receiver's Office, 21 King Street, Wakefield.

ROWLAND WARD, 81 Garden Street, Castleford, Yorkshire. Haulage Contractor. First and final of 4½d. in the £. Payable at the Official Receiver's Office, 21 King Street, Wakefield.

Application for Discharge.

CHARLES JOHN CHAPMAN, 19 Fish Street Hill, late 22 Hickmans Folly, Bermondsey, London, S.E. Carman and Forwarding Agent. January 16th, in London.

Dissolutions of Partnership.

BENJAMIN GRONOW and HAROLD WAGSTAFF, trading as Gronow & Wagstaff, Woodbine Road, Fartown, Huddersfield. Motor Haulage Contractor. November 1st. All debts by Benjamin Gronow, who will continue in his own name.

GEORGE EVANS FISHER, JAMES AUSTIN and FREDERICK CHARLES AUSTIN, trading as Fisher & Austin Bros., 9 Clifford Street, Salford, Lancashire. Haulage Contractors. November 6th. All debts by George Evans Fisher.

WILLIAM THOMAS BARNES and HARRY JAMES BARNES, trading as H. C. Barnes, Railway Arches, Devonport Street, Stepney, London. Horse and Cartage Contractors, and as Barnes Bros., 21 Heckford Street, Ratcliffe, London, Farriers. October 18th. All debts at Railway Arches, Devonport Street, by Harry James Barnes, who will carry on the said business of Horse and Cartage Contractors. All debts at 21 Heckford Street, by William Thomas Barnes, who will carry on the said business of farriers.

GEORGE WORSLEY and FREDERICK ERNEST GARDNER, trading as George Worsley, Stockport, Cheshire. Carriers. Motor Haulage Contractors, etc. November 24th. All debts by George Worsley, who will continue.

New Companies.

Auto Express Delivery, Ltd. (193,422).—Private Company. Registered October 30th. Capital £1,000 in £1 shares. To carry on the business of general carriers and transport agents, merchants and warehousemen, and to adopt an agreement with A. W. Abbott. The first directors are: A. W. Abbott, W. Luke, at a salary of £4 per week. Qualification 10 shares.

F. Bracey (Roads), Ltd. (193,465). Private Company. Registered October 31st. Capital £600 in £1 shares. To carry on the business of road and sewer contractors, cartage and haulage contractors, builders, decorators, etc. The first directors are: F. Bracey, T. J. Simmons, T. H. Simmons. Qualification £100 shares. Registered office: 182 Hagden Lane, Watford, Herts.

B. Goodman, Ltd. (193,464). — Private Company. Registered October 31st. Capital £36,000 in £1 shares. (10,000 10 per cent. cumulative participating preference, 25,000 ordinary and 1,000 employment). To carry on the business of housebreakers and contractors, builders, house decorators, sanitary and electrical engineers, gasfitters, dealers in stone, sand, lime, cement, bricks, timber, hardware and other building requisites, manufacturers of and dealers in electrical appliances, jobmasters and carriers, constructors of public works and conveniences of all kinds, etc. The first directors are: E. G. Price (permanent governing director) and one other to be appointed by the subscribers. Qualification 500 cumulative participating preference or ordinary shares. Registered office: 33 Haggerston Road, Dalston, E.8.

Film Transport Co., Ltd. (194,410). — Private Company. Registered December 13th. Capital £3,000 in £1 shares. To take over the business carried on by J. J. Rutt, at 20b and 26 Charing Cross Road, and 3 Dansey Yard, W.C., as the "Film Transport Co." together with certain assets and liabilities, and to carry on the business of general carriers, railway and forwarding agents, film transporters, garage proprietors, etc. The first directors are to be appointed by the subscribers. Registered office: 20b and 26 Charing Cross Road, W.C.

Direct Motor Service (Sheffield), Ltd. (194,440).—Private Company. Registered December 14th. Capital £1,000 in £1 shares. To carry on the business of haulage, railway, shipping and forwarding agents, haulage contractors, bonded and common carmen, motor car, omnibus, char-a-banc, van and cab proprietors, etc. The first directors are: S. Webster, G. Pickin, G. R. Caudle, H. Grocock, G. T. Nicholson, S. J. Sims, W. Booth. Qualification 20 ordinary shares. Remuneration as fixed by the Company. Registered office: 37 Exchange Street, Sheffield.

E. A. Letts and Co., Ltd. (194,746). — Private Company. Registered December 29th. Capital £500 in £1 shares. To carry on the business of motor car, omnibus, cab and other conveyance proprietors, jobmasters, livery stable keepers, garage proprietors, etc. The first directors are: H. Portlock, D. W. Drummond. Qualification 5 shares. Registered office: Motor Garage, Palmsville, Colney Hatch Lane, N.

Luton Parcels Delivery Co., Ltd (194,546).—Private Company. Registered December 19th. Capital £500 in £1 shares. To carry on the business of general carriers, forwarding and shipping agents, dock owners and warehousemen, manufacturers' agents and commission merchants, garage proprietors, manufacturers of and dealers in vehicles, wine and spirit merchants, tobacconists, newsagents, confectioners, etc. The first directors are: F. S. Morris, Mrs. M. M. Morris. Qualification 10 shares. Registered office: 7 Cheapside, Luton.

William A. Lee, Ltd. (194,592).—Private Company. Registered December 20th. Capital £5,000 in £1 shares. To acquire the business of general carriers now carried on by W. A. Lee and W. A. Smith, as "W. A. Lee" at 17 Carthusian Street, E.C. The permanent directors are: W. A. Lee, W. A. Smith, G. Brown. Remuneration £100 each per annum. Registered office: 17 Carthusian Street, E.C.1.

W. W. Jones, Dooly and Co., Ltd. (194,591).—Private Company. Registered December 20th. Capital £10,000 in £1 shares. To acquire the business of forwarding agents, freight and shipping agents, and other agency businesses now carried on by T. H. Dooly and J. Hughes, at Liverpool, London, Manchester and Bradford, as "W. W. Jones, Dooly and Co." and to carry on the same and the business of produce importers, marine insurance agents, etc. The permanent directors are: T. H. Dooly, J. Hughes. Qualification £500 shares. Remuneration as fixed by the company. Secretary: J. Hasleburt. Registered office: 38 Victoria Buildings, Manchester.

Sutton and Co., Ltd. (194,728.)—Registered as a Private Company on December 28th, with a nominal capital of £450,000 in £1 shares. (150,000 7 per cent. cumulative preference and 300,000 ordinary). Objects: To carry on the business of carriers as formerly carried on by Annie L. Watson, Florence E. W. Bell and J. B. Collin, as "Sutton and Co." at 22 Golden Lane, E.C., and elsewhere, and that of general and foreign carriers, commission agents, railway, shipping and forwarding agents, warehousemen, bonded carmen and cartage contractors, etc. The first directors are: Miss Annie L. Watson, Mrs. Florence E. W. Bell, James B. Collin. The two first named may retain office so long as they each hold 200 ordinary shares. Qualification of ordinary directors £200 shares. Remuneration (except managing director, if any), £200 per annum, divided between them. Registered office: 22 Golden Lane, E.C.

Tooth and Waddington (Motor Services), Ltd. (194,572). —Private Company. Registered December 19th, Capital £6,000 in £1 shares. (2,000 8 per cent. cumulative preference and 4,000 ordinary). To carry on the business of proprietors and letters on hire of motor omnibuses, cars, cabs, char-a-bancs, lorries, vans, wagons and other vehicles, etc. The permanent directors are: J. G. Tooth, H. L. Waddington. Qualification £100. Registered office: 9 Prospect Street, Bridlington, Yorks.

Scottish Commercial Motor Users' Association (Incorporated). (The word "Limited" is omitted from the title by Licence of the Board of Trade). (12,951).—Registered in Edinburgh, December 27th, as a company not formed for profit, and limited by guarantee. The objects are: To take over all or any of the assets and liabilities of the unincorporated association known as "The Scottish Commercial Motor Users' Association" which may lawfully be taken over by this association. To popularise and assist the development of all forms of self-propelled and mechanically propelled vehicles used for commercial purposes, and generally to watch over and protect the interest of owners and users of such vehicles, etc. The directors are: E. G. Guest, J.P., M.A., B.Sc., C. H. Marshall, H. T. Harvey, W. M. Hamilton, W. G. Wisely, H. Frost, W. J. Thomson, D. Y. Abbey, J. C. Caldwell, J. B. Beardsley, D. M. Ritchie, A. T. Rodger, A. K. Stevenson, W. M. Burks, junr., W. R. Byars, A. Callander, R. Fraser, F. D. Valentine, G. Will, J. Sellar, A. Wilkie, A. Sharp, P. W. Smith. Secretary: J. W. Loudon. Registered office: 43 York Place, Edinburgh.

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Mortgages, Charges and Satisfactions.

Provincial Motor Hiring, Ltd.—Issue on October 2nd, 1923, of £350 debentures part of a series already registered.

Coventons, Ltd. — Particulars filed of £5,000 debentures authorised October 22nd, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Goodchild & Co., Ltd.—Debenture dated October 27th, 1923, to secure £2,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: R. V. Dixon, 2 Boyle Street, Saville Row, W.

Leonard & Francis, Ltd.—Particulars filed of £500 debentures authorised November 3rd, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £150.

Cambrian Landray Coaching, Ltd. — Particulars filed of £3,750 debentures authorised October 29th, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Munster Transport and Garage Co., Ltd.—Debentures dated November 5th, 1923, to secure £611/18/0, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: Mrs. V. E. G. Underwood, 19 Abinger Road, Bedford Park, W.

Bradbury Jones, Ltd.—Deed of Indemnity and Charge dated November 2nd, 1923, to secure all moneys not exceeding £4,000, payable under a guarantee, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Sir Alfred Stephens, Kt., Kidwelly, Carmarthen, and others.

Carmarthen County Garages, Ltd.—Deed of Indemnity and Charge dated November 2nd, 1923, to secure all moneys not exceeding £4,000 payable under a guarantee, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Sir Alfred Stephens, Kt., Kidwelly, Carmarthen, and others.

Thomas Groves and Son, Ltd.—Particulars of £10,000 debentures authorised August 8th, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Charles H. Johnstone, Ltd.—Further charge dated November 9th, 1923 (supplemental to mortgage dated December 16th, 1921), to secure £180 charged on leasehold premises known as "Southesk," in Dowhills Road, Great Crosby. Holders: Liverpool Investment Buildings Society, 67 Lord Street, Liverpool.

S. Megarity & Co., Ltd.—Deposit on November 1st, 1923, of deeds (without instrument) of certain freehold land and buildings thereon in Higher Broughton, to secure all moneys due or to become due from the company to Williams Deacons Bank.

J. R. Munday, Ltd. — Land Registry Charge on Spencer Yard, Howie Street, Battersea, dated October 24th, 1923, to secure all moneys due or to become due from the company to the National Provincial and Union Bank of England, Ltd.

J. C. Wilson (Malvern), Ltd.—Mortgage and Land Registry Charge on properties in Malvern with machinery, fixtures, etc., both dated October 25th, 1923, to secure all moneys due or to become due from company to the London Joint City and Midland Bank respectively.

Reliable Haulage Co., Ltd.—Mortgage dated November 3rd, 1923, to secure £300, further advance, charged on certain land and premises at Earby, Yorks. Holders: Borough Land and Building Society, Ltd., 12 Nicholas Street, Burnley.

Reliable Haulage Co., Ltd.—Satisfaction in full on November 2nd, of mortgage dated March 17th, 1923, securing £70.

Hyland, Ltd. (formerley Wakefield Haulage Co., Ltd.)—Mortgage dated October 30th, 1923, to secure £4,000, charged on 17 Wood Street, Wakefield. Holders: Wakefield and West Riding Permanent Building Society.

Witcher Brothers, Ltd.—Mortgage on freehold land with garage premises erected thereon in Station Road, Princes Risborough, Bucks., dated October 25th, 1923, to secure all moneys due or to become due from company to Lloyds Bank, not exceeding £300.

Receiverships, (Appointment or Release).

Rickards Transport, Ltd.—E. E. Rickards, of 12 Theobalds Road, W.C., was appointed Receiver on October 23rd, under powers contained in debenture dated May, 30th, 1923.

Mobility, Ltd.—G. E. Collins, of Bridge House, Bridge Street, Andover, Hants, was appointed Receiver on December 10th, 1923, under powers contained in debenture dated February 3rd, 1921.

Bacon and Wynn, Ltd.—P. R. Hackett, of 36 Cannon Street, Birmingham, ceased to act as Receiver or Manager on December 5th, 1923.

S. W. Buck, Ltd.—H. Sharp, of 30 Brown Street, Manchester, ceased to act as Receiver or Manager on December 21st, 1923.

Sandhurst Steam Waggon Co., Ltd.—I. E. Mannington, of Hastings, was appointed Receiver on November 29th, 1923, under powers contained in debentures dated September 3rd, 1919, February 3rd and 22nd, and October 30th, 1922, and April 13th, 1923.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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JANUARY, 1924.

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SPECIAL TERMS TO THE TRADE.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 233. FEBRUARY 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

NOTICES.

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Editorial Notes.

The Railways and Road Transport.

We now find it is entirely wrong to suppose that an increase in road transport means a corresponding decrease in railway transport; this is evident because, according to *The Times* (*Annual Financial and Commercial Review*) of 31st January this year, the railway traffic last year was greater than in any previous year, even including the war years. This is no doubt an important fact which comes as a surprise to the majority of people. For our purpose it requires to be considered in relation to the development of motor transport. According to the Ministry of Transport's Motor Taxation Return for the period 1st December, 1921 to the 28th February, 1922, the tax collected in respect to commercial goods vehicles (exclusive of road locomotives, motor tractors and motor hackney carriages) amounted to £2,440,290, representing 104,672 annual licences and 27,194 quarterly licences. For the corresponding period 1922-1923 the amount collected was £2,738,129, representing 117,411 annual licences and 38,520 quarterly licences, showing an increase in the amount collected, of £297,834 and an increase in the number of licences issued of 12,739 annual and 11,306 quarterly or a total increase of licences current on 28th February, 1923, as compared with 28th February, 1922, of 25,065. The next period, up to 31st August, 1923, shows a still more rapid increase. As the motor licence expires on the 31st December each year, there was, of course, no increase in the number of annual licences, but quarterly and part-year licences had increased to 55,952 and the total number of licences current on the 31st August, 1923, was 173,363, as compared to 155,931 on 28th February, 1923, an increase in six months of 17,432 and the amount received in payment for licences had increased from £2,738,129 to £3,446,777.

The following table shows the position more conveniently :—

COMMERCIAL GOODS CARRYING MOTORS.

Date.	No of licences issued. A. Annual, Q. Quarterly, P. Part year.	Amount received in payment of licences. £	Average amount per annual licence. £ s. d.
1st Dec., 1921	A. 104,672	2,440,290	21 13 0
28th Feb., 1922	Q. 27,194		
1st Dec., 1922	A. 117,411	2,738,129	21 7 0
28th Feb., 1923	Q. 38,520		
1st Dec., 1922	A. 117,411	3,446,777	21 7 0
31st Aug., 1923	Q & P. 55,952		

On the 31st August, 1923, there were 85,965 hackney carriage licences current averaging £25/11/6 each.

As the average receipt for a whole year licence for goods vehicles is shown as being in excess of £21, it is probably safe to assume that the average capacity of vehicles licensed is 2 tons and, taking the popular figure of 280 working days per annum, the total tonnage handled yearly by motor vehicles is in the neighbourhood of 100 million tons. We do not claim accuracy for these figures with regard to tonnage as the data supplied is not sufficient upon which to base such calculations. It is safer, however, to estimate ton mileage because unless the average ton mileage per vehicle per day reaches 40 it is certain there can be very little return to its owner. Taking an average of 40 ton miles per day then the average ton mileage per annum is about 4,000,000,000. In this connection it is interesting to note that, if the goods carrying motor vehicles were required to bear the entire cost of road maintenance in the United Kingdom, they would have to pay something like 3d. for every ton mile travelled. As it is, assuming the 40 ton miles per day average being reasonably correct, they pay approximately one half-penny per ton mile. With regard to traffic, however, the Ministry of Transport's report shows that on four Class 1 roads, not remarkable for their heavy traffic, 321 miles in length and costing from £700 to £980 per mile for maintenance, the cost per ton mile according to the Ministry census of tonnage, works out at not more than ·32 pence or ·33 pence per ton mile gross; it would, therefore, appear that the commercial vehicle pays its full share towards road maintenance. This, however, is incidental to the matter we have under consideration. Our point is that the railways are continually complaining that they are the largest contributors towards road maintenance in the United Kingdom and they

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reap no corresponding benefit. They are continually suggesting that the commercial vehicle is not taxed heavily enough. They live apparently in continual fear of road transport competition, whereas, facts and figures show how utterly lacking in foundation is their cause for complaint. They are in fact both taking fright at a shadow and doing their best to damage, what proves to be their best friend and ally, namely, motor transport. In considering the development of transport on rail and road, it must be remembered that we are only just emerging from one of the most severe trade slumps the country has known for generations and yet the main roads of the country are carrying in some cases 300 to 400 per cent. more traffic than they carried in the most prosperous pre-war years, in spite of which the traffic on the railways was never greater than in 1923. The fact is astounding and though, no doubt, there are many other factors contributing towards this state of affairs, yet it would seem that this unlooked for prosperity on the part of the railways is more or less due to the development of road transport. There are scores of businesses up and down the country which owe their rapid development almost entirely to the facilities offered by motor transport. There are many firms whose motor vans are to be seen in every remote country district and the popular supposition is that all this motor traffic spells loss to the railway groups; but the returns for the past year show that the exact opposite is the case. The motor vehicle has facilitated distribution and has created an increased demand on the sources of supply. If a trade outlet is blocked or the flow restricted, unlike a river which will gradually accumulate behind the dam and ultimately either overflow or burst the dam, it stagnates and eventually dries up. This is a truism which has been proved over and over again and yet the rail monopolists are unable to watch other transport developments without fear and dread. We are, of course, unable to say definitely whether it is so or not since we have no access to books, but we believe it would be found, if the accounts of many of these great firms whose development has been due to road transport, could be examined, that their payments to the railways are no less, and in some instances greater, than they were in the years prior to motor transport. We believe that when trade has again recovered—when our factories are once more fully employed—that our railways will be hard put to it to meet the demands which will be put upon them. Last year's results are clear proof that adequate provision must be made to deal with a vast increase of traffic in the near future.

We are as astonished as others at what the 1923 traffic returns show, but the fact that railway traffic has increased in sympathy with increased road transport goes to emphasize still more the need there is for adequate motor roads.

Position of Shipping and Forwarding Agents.

At the Annual Dinner of the London Shipping and Forwarding Agents' Conference, reported in our last issue, a subject of interest to the business community in general and of particular importance to Shipping and Forwarding Agents was raised by Mr. M. E. Duffett, the Chairman of the Conference, who in the course of his speech put forward arguments in favour of a system of licensing for shipping and forwarding agents. This matter has been further discussed in the columns of our contemporary *Lloyds List and Shipping Gazette* both in an interview with Mr. Duffett and in a letter from Mr. W. B. Woolley, the Hon. Secretary and Treasurer of the Conference. The question raised is not a new one and has been before the Conference for their consideration and has met with their support on various occasions during recent years. It it well known that before the war many firms started as forwarding and shipping agents who had very little qualifications for the work and in particular foreigners came over to this country and secured traffic by methods which were not approved of by the Conference nor by H. M. Customs. During the war these firms were eliminated but it is felt that the same unfair competition is beginning to reassert itself and that some steps should be taken to safeguard the interests of the business community as well as to give some measure of stability to the established shipping and forwarding agent. Speeches which were made at the Dinner show a growing feeling of appreciation by well known shipowners who spoke in high terms of the services rendered by the shipping and forwarding agent. It has been pointed out that the work carried out by members of the Conference is of a complicated and intricate nature necessitating wide experience and organisation and also it is well known that a great deal of work is saved to H. M. Customs through their expert knowledge which enables them to fill up the necessary customs forms and give the requisite information, which it would not be possible for the general public to do. Consignments of goods of great value are constantly passing through the hands of the shipping and forwarding agent and it would undoubtedly add to the standing and give increased confidence if such firms were licensed as is done in other countries. No doubt, therefore, some further steps will be taken by the Conference to bring this matter to the notice of the Authorities with a view to their sympathetic consideration and support.

Road Transport and the Railway Strike.

The recent railway strike, although of short duration, demonstrates once more the urgent necessity for an alternative system of inland transport such as is being provided to a growing extent by means of motor vehicles. For the second time within four years we have seen the trade of the country paralysed by a dispute which although it may be of great importance to those immediately concerned is certainly not justified when looked at from the national interest. The strike was only a partial one because it affected only a portion of the railway employees but at the same time it caused an enormous amount of inconvenience and had it continued longer would have brought many of the industries of the country to a standstill. Road vehicles of all kinds were requisitioned to bring business men and women to work and many manufacturers and traders made arrangements for their productions to be distributed throughout the country by road.

If, however, road transport is to take its place as an alternative to rail transport it is essential that better roads should be provided which will enable traffic to be carried economically for much longer distances than is at present possible. In this connection the proposal, with which the name of Lord Montagu is coupled, for a motorway from London to Liverpool is very much in the forefront at the present time and at an early date the scheme will undoubtedly come before Parliament and it is already being considered by the Labour Government. In some shape or other great arterial roads will have to be built to accommodate the ever growing motor transport and the recent strike is but one more indication of the urgent necessity for this development to receive immediate consideration.

Passenger Transport.

Though the coaching season will not open for a couple of months yet, it is quite time for those who propose to enter the business this year to be making preparations, such as purchasing new vehicles or smartening up the old ones and getting them ready for the road. With this in mind we have started, with this number to publish some particulars of what motor coach

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and accessory manufacturers are doing. Motor coaching is apparently becoming better organised. Just after the war it attracted many people who had a little capital to invest in one or more vehicles; it apparently appeared to them a business requiring little organisation and if owner drivers could visit the beauty spots of England during the pleasant months of the year and at the same time earn for themselves a sufficient income, it was a pleasant employment. Their dreams however were not realised; competition was keen and English weather is capricious and when the season was finished they found they had little or no bank balance in their favour and their capital was represented by much depreciated stock, sometimes heavily mortgaged. As time goes on it becomes more and more evident that motor coaching of itself is not a paying proposition except in some few specially favoured districts. The firms who appear to make it pay are those which have all the year round services and who run motor coaches during the summer months more or less as a side line to their regular business. The worst enemy motor coaching has is undoubtedly within its own ranks and is, of course, the price cutter. If price cutting could be entirely eliminated motor coaching would become a much more prosperous business. The outstanding example of the disastrous effect of price cutting last year was undoubtedly that at Bristol and it is to be hoped that motor coach owners all over the country will take the lesson very much to heart and endeavour to come to some amicable arrangement amongst themselves with regard to the standardisation of fares. Judging from particulars we have received so far, it would appear that smaller capacity coaches are becoming more popular; the majority of the models are built to carry not more than 20 passengers. The smaller vehicle is swifter, more comfortable and more easily filled than the big lumbering 32 and 34 seaters which aroused the ire of all other road users in the early motor coaching days. With the experience of past years we hardly think it is necessary to warn our readers of the necessity for exercising the utmost caution when branching out into the motor coach business.

Petrol Prices Up.

Once again we are faced with a very substantial increase in the price of petrol. There is, of course, the usual indignant outcry against the arbitrary action of the oil firms; but we see nothing for it but to endeavour to make the best of a very unsatisfactory state of affairs. In the past we have always noticed when the price of petrol has been reduced, the daily press immediately advocates a reduction of rates charged for road transport; but there is a notable absence of suggestion in in the press at the moment that road freight charges should now be increased! In some quarters it is supposed that the Government, by virtue of holding some £2,000,000 worth in ordinary shares and £1,999,000 in preference shares in the Anglo-Persian Oil Co., might exert its influence so as to obtain some kind of standardisation in petrol prices. We understand, however, that when the Government purchased its Anglo-Persian holding it gave its assurance that it would not interfere with the commercial or marketing side of the concern. For very many years past attempts have been made to discover alternative fuels, suitable for engines of motor vehicles, but whatever success has been attained, it is certain that there is not yet an alternative fuel which is both equally suitable and obtainable in sufficient quantity to destroy our almost entire dependence upon petrol. We shall now no doubt hear more of the possibilities of alcohol, of paraffin carburetters and possibly of producer gas. The latter is the most promising alternative fuel for heavy motors of which we know. Last year we travelled from London to Bristol on a 3-ton vehicle equipped with a producer gas plant. On the journey there was a saving in the price of fuel of upwards of one pound as compared to petrol. The only objection we had to the fuel was the sluggishness when climbing hills. We formed the opinion that to obtain the best results from a producer gas plant it is necessary that a uniform load should be maintained on the engine or in other words it is suitable for use on level roads.

Rubber Tyres for Road Locomotives.

In our correspondence columns there will be found a letter from Messrs. Hickey & Sons, of Richmond, giving their experience of rubber tyres for traction engines; this letter more than confirms what Norman E. Box has already said on the same subject. In this connection it was extremely interesting to hear what the Scottish Road Surveyors had to say at their recent Road Conference, which we attended, about steel tyred traction engines. Apparently in Scotland traction engine owners are allowed to use steel spikes or studs on their wheel treads, under certain weather conditions. We believe that they are allowed to use these studs only when the roads are frost bound, but the damage they do to the roads is enormous. A story told by one of the Surveyors was particularly interesting. He said that a traction engine hauling two trailers was unable to climb a hill and the owner asked the Surveyor's permission to put on the studs, but the Surveyor refused. The owner, however, overcame his difficulty by unhooking his trailers, when, by itself, the traction engine was able to climb the hill. He then waited until a rubber tyred motor lorry came along and this was coupled up to the trailers and it had no difficulty in hauling them to the top of the hill. We do not think there could be a better testimonial than this as to the adhesive qualities of rubber tyres where, with their aid, a lorry, light as compared to the traction engine, was able to do what the traction engine could not do.

Road Transport and Special Motor Ways.

THE Minister of Transport, Mr. Harry Gosling, received a deputation on the 8th inst., from the Commercial Motor Users' Association. Representatives attended from London, Liverpool, Newport, Birmingham, Nottingham and Sheffield, and were introduced by the President of the Association, Mr. E. S. Shrapnell-Smith, C.B.E.

The Minister was informed of the Association's view that the strengthening and improvement of existing highways was desirable in preference to the spending of public money on the proposed motorway from Coventry to Manchester, and evidence was submitted to satisfy the Minister that the motor track, if constructed, could not pay its way nor attract traffic. Statistics were given showing a diminution of through traffic during the past two years, and the Minister was informed that haulage by motor in excess of 60 miles per journey was now the exception.

Mr. Gosling intimated that a decision was likely to be reached at an early date and that the views of the Association would be laid before the Cabinet.

The members of the deputation were:—E. S. Shrapnell-Smith, C.B.E. (British Automobile Traction Co.), London (President); Colonel R. E. Crompton, C.B., R.E. (London), Past President; Major-General S. S. Long, C.B. (Lever Bros., Ltd., London and Liverpool), Vice-President; W. G. Lobjoit, O.B.E., J.P. (Lobjoit & Son, Ltd., Hounslow), Deputy-Chairman; George Monro (G. Monro, Ltd., Covent Garden); T. Morgan (T. Morgan & Sons, Newport); O. C. Power (Birmingham & Midland Motor Omnibus Co., Ltd.), Birmingham; C. Davenport (Boots, Ltd.), Nottingham; R. J. Armstrong (J. Walsh, Ltd.), Sheffield; F. G. Bristow, F.C.I.S., General Secretary, Commercial Motor Users' Association.

More Calendars Received.—Since our last issue we have received calendars from the following firms, for which we offer our thanks:—John Buckley & Co., Ltd., Warrington, G. S. Gobey & Co., Ltd., London, and Henry Green & Son, Poplar.

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Notes and News.

Minister of Transport.—Mr. Harry Gosling, C.H., M.P., has been appointed Minister of Transport in the new Government. Mr. Gosling is well known to all transport employers in the City of London, formerly as the President of the Transport Workers' Federation and afterwards of the Transport and General Workers' Union, but his most intimate connection with transport has been first as a lighterman and waterman on the Thames and afterwards as the General Secretary of the Amalgamated Society of Watermen, Lightermen and Bargemen, which position he held from 1893 until 1910. He has been Chairman of the Trades Union Congress and for many years has been a member of the London County Council, occupying the important position at one time of Deputy Chairman and latterly as an Alderman of the Council. He has been a member of the Port of London Authority since its formation and during the war was a member of the Port and Transit Executive Committee and of the Imperial War Graves Commission. On being appointed Minister of Transport Mr. Gosling has resigned his position as President of the Transport and General Workers' Union. He is one of the select band who have been created Companions of Honour since the institution of that Order.

MR. HARRY GOSLING, C.H., M.P., MINISTER OF TRANSPORT.

Shire Horse Show.—In this issue, on page 41, will be found an advertisement inserted by the Shire Horse Society, 12 Hanover Square London, W.1, offering prizes to team-owners who enter their horses for the Shire Horse Show which will be held from February 26th to 29th, at the Royal Agricultural Hall. £250 in cash prizes are being offered and as entries close on Monday, the 18th inst. the special attention of our readers who should be interested in this event is specially drawn to the opportunity of entering their horses.

"Dock and Harbour" and "Canal" Premiums, 1923-24.—The Institute of Transport announces that the latest date for the receipt of papers for consideration in respect of current awards is June 30th, 1924. The subjects selected are: Dock and Harbour Premium: "The layout and equipment of quay-side transit sheds." Water Transport (Canal) Premium: "The best way of obtaining and retaining traffic on canals and making them profitable to the owners and of service to the community." It is requested that those proposing to submit contributions will at once so inform the Secretary of the Institute, 15 Savoy Street, London, W.C.2.

Dickeson & French, Eastbourne. — A very attractive pictorial letter-card has been received by us from Messrs. Dickeson & French, Removal and Storage Contractors, Eastbourne, the illustrations are of the sea-front, a view of transport in 1820 and of some of the motor vehicles employed by this firm in 1920, an illustration of a 6-ton Super Sentinel running in their service, and the last picture is of the City of London showing the Law Courts and St. Paul's Cathedral. Some brief particulars are given of their organisation for dealing with long distance removal work, the whole making a most attractive piece of publicity.

London Cartage and Haulage Contractors' Provident Institution.—As our readers who are connected with the London Cartage and Haulage Trade know the Annual Dinner of the Provident Institution was postponed in consequence of the railway strike. The funds of the Institution are largely dependent upon the success of the Dinner and it is hoped to arrange a convenient date for this to be held when the support of all members of the trade is confidently expected.

Woodbridge's Foreign Removal Handbook and Gazeteer.—We have received from Messrs. Woodbridge & Co., Ltd., Foreign Removal Specialists and Insurance Agents, 88 Fenchurch Street, London, E.C., a copy of their Handbook for 1924. This book, which runs into 72 pages, is a very comprehensive record of their work as foreign removal contractors and it is interesting to note that they have their branch establishments at Ostend, Brussels, Nice, Geneva, Rome, etc., while the French business is handled by Messrs. Ledoux, Woodbridge & Cie., their Paris Agents. There is also the allied firm in New York, the Sutherland-Woodbridge International Removal Service so that the ramifications of the business are very widespread.

Judd, Budd, Ltd. Change of Address.—As from February 2nd last Messrs. Judd, Budd, Ltd., have moved to Oxford House, John Street, London, E.C.3 (near Fenchurch Street Station). Their telephone No. is Royal 4340 (3 lines) and their telegraphic address "Judbud, Ald. London."

Shrewsbury & Challiner Tyre Co., Ltd.—We are informed that the registered offices of this well-known tyre firm have been transferred from Ardwick Green, Manchester, to Macintosh House, Gillingham Street, London, S.W.1. This change does not affect the Works, the Works Management or the Staff.

Resignation Honours. — Amongst those selected for honours in connection with the resignation of Mr. Baldwin's Government our readers will be particularly interested in the Knighthood conferred upon Lieut-Col. Joseph Nall, D.S.O., M.P. Col. Nall is well known throughout the transport trade and particularly in the north of England as one of the directors of the firm of Messrs. J. Nall & Co., Ltd., Carriers, Manchester and Liverpool. As previously pointed out in our columns he served with distinction during the Great War in Gallipoli, Palestine and France, being mentioned in despatches and awarded the D.S.O. in June, 1918. On his return to civil life he entered Parliament in December, 1918, as representative of the Hulme Division of Manchester, and was re-elected in 1922 and again at the recent General Election. He acted as Parliamentary Private Secretary (unpaid) to the Rt. Hon. W. C. Bridgeman from August, 1919, to October, 1920. He is a director of the Manchester Chamber of Commerce.

LIEUT-COL. J. NALL, D.S.O., M.P.

Honour for G.W.R. General Manager.—The Honour of Knighthood has also been conferred upon Mr. Felix J. C. Pole, the general manager of the Great Western Railway, a position which he has occupied since 1921. His service with the company dates back to October, 1891. He became assistant general manager in 1919, and two years later was appointed to his present very important position.

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The Metropolitan and Home Counties Road Transport Contractors' Association.

Annual Dinner.

AN evening of a most enjoyable character was spent at the Restaurant Frascati, on Wednesday, January 9th, by the members of the Metropolitan and Home Counties Road Transport Contractors' Association and their friends. The occasion was the annual dinner, but in place of the usual speeches of a business character, a very delightful innovation was made. This took the form of a dance which followed the dinner, and a brief concert and lasted until midnight.

The genial and popular president, Mr. J. H. Turner, was accompanied by Mrs. Turner and his daughters and son. The hon. secretary, Mr. R. P. Bailey, was his right-hand man, and ably performed the duties of master of ceremonies. Amongst the guests were Colonel and Mrs. Pinkham, and Mr. and Mrs. E. W. Willis, Mrs. Bailey, Mrs. Spears, Miss Marner, and Miss Reynolds.

The dinner was excellent and well served. Between courses fans were brought round for the ladies, and later on each lady visitor was given a handsome souvenir of the evening in the form of a manicure set in a pretty leather case. These were given by two of the younger lady guests with the compliments of the Committee.

The only toasts were "The King," "The Ladies and the Visitors," and "The President," and the rule of short speeches and no business was strictly adhered to. The loyal toast having been received and drunk with enthusiasm; the president proposed "The Ladies and the Visitors." He said they were cutting out all business matters and putting aside for the time all dull care. He proposed the toast with the very greatest amount of pleasure because it was the first time they had asked the ladies to their annual dinner. He assured the ladies that he offered them a very hearty welcome and hoped that they would accept their invitations again. Amongst the visitors he would specially mention Colonel Pinkham and his wife. Colonel Pinkham was well known to them and they would hardly feel that they were holding their annual dinner if he were not present. He hoped he would be spared to attend their dinners for many years to come.

Mrs. Spears, who replied for the ladies, said they did like to speak for themselves on occasions. This was the first official banquet to which they had been admitted and they hoped it would not be the last. They said right heartily thank you very much for the very enjoyable evening and for the pretty and useful souvenir.

Colonel Pinkham replied very briefly for the visitors.

The toast of the President was proposed by Mr. H. Sabey, who said they had a president who was second to none. He was a very extraordinary man and they could not help but say something nice about him. He was always the right man in the right place, and they hoped to have him with them as president for many more years.

LADIES' NIGHT.—THE ANNUAL DINNER OF THE METROPOLITAN AND HOME COUNTIES ROAD TRANSPORT CONTRACTORS' ASSOCIATION.

Mr. Turner, in thanking the members, said he was not going to make a long speech and not speak on any business topics. It was always a very great pleasure and privilege to preside over these gatherings. Thanks to the able secretary, Mr. Bailey, and to the Committee the work was light and he offered them his thanks for all they had done to make the evening a success. He wished to mention also Miss Marner and Miss Reynolds who assisted Mr. Bailey so well. An enjoyable but short musical programme was then given finishing at 9.20. There was a ten minutes interval while the room was cleared and the carpets taken up and shortly after 9.30 dancing was in full swing. Great pleasure was expressed on all sides at the successful innovation, and the President and Committee are to be congratulated upon a most successful evening.

The Crosville Motor Company, of Chester, has acquired the motor omnibus and char-a-banc business carried on at Heswall by Mr. John Pye since 1919, and the Crosville Company will now have under its control almost the whole of the motor bus services in the Wirral Peninsula. Mr. Pye had a fleet of 20 vehicles including several Straker Squire's running between Birkenhead and Heswall via three routes. His depot at Heswall is to be retained, but up-to-date waiting rooms and a new garage will, in the near future, be erected. The Crosville Co., whose fleet, exclusive of the absorbed vehicles, numbers 130 units—all of the single-decker saloon type. The company operates 66 services in nine counties.

At Barnsley Rural District Council it was reported that the council had received a number of applications for the renewal of hackney carriage licences. Mr. A. Hague objected to the renewal of licences unless the drivers produced medical certificates. He thought they ought to undergo an annual medical examination. They granted these licences without knowing whether the men were capable or not. The clerk (Mr. W. Robinson) pointed out that this precaution was hardly necessary in the case of the Barnsley and Wakefield companies, who had a high standard of their own which the drivers must come up to. It was agreed that other licences should be granted subject to the production of a medical certificate.

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Liverpool Shipping and Forwarding Agents' Association.

Annual Dinner.

OPTIMISM prevailed at the annual dinner of the Liverpool Shipping and Forwarding Agents' Association, held at the Midland Adelphi Hotel, Liverpool, on January 26th. In the course of the speeches prominence was given to the need for a greater assertiveness on the part of the port authorities in the acquisition of more shipping. Incidentally, the contention of the Dock Board that if more traffic used the port the sooner dock charges would be reduced, was answered by one of the leading city business men, who adroitly suggested that if the charges were reduced, the probability would be more traffic would follow as a matter of course.

Mr. David Jones, J.P., presided, and there were a number of distinguished guests present.

Mr. E. H. Eckes (chairman of the Council), in proposing "The President," regretted the resignation of Mr. Arthur Cook, who since 1901, had been president of the Association. Some of them were inclined to question whether the Association would ever have survived its infancy, had it not been for Mr. Cook's careful nursing. They owed him a debt of gratitude. The Association, however, seemed to have been born under a lucky star. They could certainly make that evening one of very special importance in congratulating themselves on the fact that Mr. David Jones had accepted their invitation to be their president. They welcomed him as their president, and could assure him that the Association would do everything in its power to honour his name as president.

MR. DAVID JONES, J.P.
SOME PARTICULARS OF WHOSE CAREER APPEAR IN OUR MERSEYSIDE NOTES.

Mr. David Jones, J.P., replying, said he appreciated the honour the Association had conferred on him by electing him president in succession to Mr. Arthur Cook. Twenty-one years' service certainly did indicate a period of happy relationship, during which they had evidently appreciated the value of co-operation in matters affecting the interests of their business. They met that evening under a fresh Government, and they could but hope that the new spirit from the north would have a livening, and not a stupifying, effect upon our commerce. A little improvement in things had been noticeable. Every little helped, but they wished it were a little more. Since the war boom they had suffered nearly four of the worst years in trade, during which shipping had, perhaps, borne more than its full share of the burden. Those who had perused Messrs. C. and W. Kellock & Co.'s chart of values of the 7,500 tons steamer, would have noticed the enormous fall which had taken place in that period. The £259,000 had shrunk down to £60,000, which conclusively proved that any obsolescence allowed by the Government of the day, had been entirely inadequate to the shipowners who had loyally continued in business and made provision for the transport services of this country. Values to-day were almost parallel with the pinnacles of pre-war booms, and one wondered whether values had yet really grounded or whether there was still more water beneath. British shipping had to contend with foreign State-owned and State-aided vessels, accentuated by fluctuations in rates of exchange, all of which increased our difficulties. Nevertheless, he felt sure that they would endeavour, at all times, to do what they could to support the British flag, which proved of so much help in their days of trial, remembering that shipping was the life-blood of this nation, and those engaged in it might be termed "Cardiac Specialists," seeking to preserve the existence of British commercial bodies, but often thwarted by the quack remedies of politicians and the lure of foreign dopes. They must not despair, but treat their difficulties as adding more interest to life, and continue to work on, not only to maintain, but, if possible, to add to the importance of the British Empire.

The Lord Mayor of Liverpool (Mr. Arnold Rushton) then submitted "The Trade and Commerce of Liverpool." Since the war, he said, he did not think this country had ever seriously put its back into things. What they needed was really to get going. Once they seemed to be getting things on to an even keel again, wretched strikes came along and upset things. They needed a little more of the spirit of brotherhood and less of the spirit of selfishness—not so much of what affected oneself, but more of what affected the general community. They needed something in the way of a League of Industry, just as they had the League of Nations, so that things might be settled in another way than by strikes which held up the whole community. He had considerable experience of the business of the shipping and forwarding agents, and he could say they were the lifeblood of the port. Without them the shipping industry could not get along. Although Liverpool was not an industrial centre in the proper sense of the term, it was the gateway of the world. It had a great future before it, if they could only get industries going again and increase the spirit of brotherhood throughout the trades on which the port depended. He hoped that the year 1924 might be a period in which it might be possible to get the regular lines going as they used to do, and that the tramp owner might also come into his own. (Applause).

Mr. J. Sandeman Allen (chairman of the Liverpool Chamber of Commerce), who replied, commended the Association's choice of successor in Mr. David Jones. The trade and commerce of Liverpool, he said, really meant the trade and commerce of the country, and there was some justification for a certain amount of optimism, provided there was no big disturbance of labour. There was no doubt things were moving and improving.

Mr. Richard D. Holt (Chairman, Liverpool Steamship Owners' Association), gave "The Liverpool Shipping and Forwarding Agents' Association." He said the association was one of the most essential parts of the trade and commerce of Liverpool, and one of the most important links in the chain which connected the producer with the consumer. There were few people who could do more to stimulate the trade of the port or who had it in their power more to divert trade from Liverpool to other places.

It lay within the power of the shipping and forwarding agents to do a good deal to cheapen the port by seeing that the facilities offered were used in the most intelligent and economical manner possible. They had railways of which much greater use might be made. If the forwarding agents would let the Dock Board know where they were deficient and where their services were not what they ought to be, they would get a step forward in the way of getting the port used as much as it ought to be.

Mr. E. H. Eckes (Chairman of the Council of the Association), replying to the toast, said that the lot of the shipping and forwarding agents was still a hard one, and they needed all the help and encouragement they could get. Some of them might have doubts about the possibilities of the year 1924, but he was still an optimist. Trade was improving, and if they could only keep clear of strikes and enjoy the advantage of stable and economic government, they would be able, by pulling together, to make progress this year, towards their former prosperity. The Liverpool man hated the thought of traffic being diverted from the Mersey to other ports. They strongly resented Manchester goods being sent down for shipment to Southampton, because that was unnatural, and everything that was unnatural was unhealthy. To the shipowners they said: "Give us the ships and the services and equal rates, and we will find the cargo." They knew the competition being put forward from continental ports. That competition should, in the interests of this country, be stopped or met at the earliest possible opportunity. A good deal of it had lately been stopped, but it was still existing to some extent, and was doing more harm than some of our steamship companies quite realised. That association and trade was proud to have as president a member of the Dock Board, but still cherished the ambition to have a representative on the Dock Board who was a forwarding agent pure and simple.

The final toast of the evening, that of "The Guests," was proposed by Mr. J. Jude, C.C., who spoke of the pleasure of having with them that evening a Lord Mayor who was a shipping and forwarding agent. Colonel J. J. Shute, C.M.G., D.S.O., and Mr. Eduardo Wright responded.

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London Shipping and Forwarding Agents' Conference.

Annual General Meeting.

THE Annual General Meeting of the London Shipping and Forwarding Agents' Conference (Incorporated) was held at the London Chamber of Commerce, Cannon Street, London, on Tuesday, February 12th, 1924, when the Chairman, Mr. M. E. Duffett (J. D. Hewett & Co., Ltd.), presided over a large attendance of members.

There were present:—Committee:—Messrs. W. A. East (S. H. Lock & Co.), W. Woollett (Woollett, Airey & Co., Ltd.), E. Cockell (Geo. W. Wheatley & Co.), and Thomas Cassidy (Charles Atkins & Nisbet, Ltd.). Members:—Messrs. G. Rickard (A. F. White & Co.), A. Goddard (Carter, Paterson & Co., Ltd.), T. Savage (E. A. Kimpton & Co., Ltd.), T. Dennis (James Little & Co., Ltd.), P. Buswell (Sutherland International Despatch), J. R. Finnis (Finnis & Co., Ltd.), B. D. Brigg (W. A. J. Tilleray & Co., Ltd.), F. Gerson (Rosenberg, Loewe & Co. (Succrs.), Ltd.), G. Perry (British Commercial Transport Co., Ltd.), D. Pitts (Van Oppen & Co., Ltd.), H. G. Crellin (Elder, Dempster & Co., Ltd.), and H. Gilbert (G. W. Sheldon & Co. (London), Ltd.).

Minutes. — The Minutes of the last Annual General Meeting held on 7th February, 1923, and of the General Meeting held on 3rd October, 1923, were read by Mr. E. A. Aves, Assistant Secretary, agreed to and signed by the Chairman.

Balance Sheet and Accounts.—The Chairman in proposing that the Balance Sheet and Accounts be passed pointed out that although they had a substantial balance in hand of £200 the expenditure had slightly exceeded the receipts. The Committee had considered the matter and had come to the conclusion that it would not be policy at the present time to discuss the question of raising the annual subscription. It was, however, most desirable that each member of the Conference should do his utmost to obtain additional members. The introduction of one new member by each existing member would enable the Conference to maintain the balance on the right side without falling back on reserves.

Mr. F. Gerson remarked that in his view it was in the interests of the Conference that applications for membership should be very closely scrutinised. He thought it would be better for the Conference to raise the subscription to existing members rather than to relax their usual strict scrutiny of all applications for membership.

The Chairman pointed out that all applications for membership were carefully scrutinised by the Committee and were then brought before a General Meeting, and therefore all the members had a voice in the matter.

The Balance Sheet and Accounts were adopted.

Election of Officers. — Mr. Duffett said that he was strongly of opinion that the Conference would be wise in electing a new Chairman for the ensuing year. They must avoid the risk of the Conference being considered a one-man show, and it was not in the interests of the Conference that any one man should occupy the chair year after year.

In response to the Chairman's remarks the name of Mr. E. Cockell (Geo. W. Wheatley & Co.), was mentioned for nomination, but this gentleman said he much regretted that his health would not permit him to undertake the duties. He had great pleasure however in proposing that Mr. M. E. Duffett be re-elected. The proposition was seconded and carried unanimously, and in acknowledging his re-election Mr. Duffett said he would do his best in the interests of all but he earnestly asked them to consider between now and the time of the next Annual General Meeting the obvious desirability of some other gentleman accepting the Chairmanship of the Conference.

Committee for the Ensuing Year.—The Chairman said that he regretted having to announce the receipt of a letter from Mr. Charles Tofts (Neale & Wilkinson, Ltd.), tendering his resignation from the Committee as his business demanded his full attention at the present time.

Mr. P. Buswell and Mr. F. Gerson were nominated to fill the vacancy and on a vote being taken Mr. Gerson was declared elected. The remaining members of the Committee were re-elected en bloc, and the following gentlemen will therefore serve:—Messrs. Thomas Cassidy, E. Cockell, H. G. Crellin, W. A. East, J. J. Haynes, W. Woollett and F. Gerson.

Re-Election of Mr. W. B. Woolley as Hon. Secretary and Treasurer. — Mr. Duffett said that members would much regret the absence of Mr. W. B. Woolley through indisposition. He (the Chairman) had very great pleasure in proposing that he be re-elected to the office he had so ably filled during the past year. This resolution was passed unanimously.

Election of Auditor.—Mr. B. D. Brigg was re-elected Auditor.

Votes of Thanks.—Cordial votes of thanks were passed to Mr. M. E. Duffett, Mr. W. B. Woolley and Mr. B. D. Brigg for the valuable services rendered by them to the Conference during the past year.

Correspondence with London Chamber of Commerce.—The Chairman said that Mr. Woolley had received a communication from the London Chamber of Commerce on the question of German shipping and forwarding agents being desirous of establishing connections with forwarding agents in this country. Mr. Woolley had replied that he thought the subject was one which would be decided by each member individually and not through the Conference.

The correspondence was laid on the table for the information of any member interested.

Negotiations with Railways.—The Chairman said that this was a question of the railways competing with the shipping and forwarding agents. He had recently interviewed one of the heads of the Railway Company in question and understood that the Company had taken such action as would be satisfactory to the Conference and that at an early date a meeting would be called to consider the matter.

Licensing of Shipping and Forwarding Agents.—Mr. E. Cockell asked by what Government department Shipping and Forwarding Agents would be controlled if the suggested licensing scheme came into operation and whether an Act of Parliament and an Order in Council would not have to be passed in the first instance. The Chairman said he was afraid he could not answer these questions. If the scheme went through he believed it would be on a similar basis to that which obtained in the case of Bonds.

Mr. Duffett said this question had arisen in consequence of an interview accorded by him to a newspaper representative following his remarks on the subject at their Annual Dinner.

Fixed Charges for Shipping and Forwarding Agents.—The Chairman said that it had been brought to his notice that a certain Association had issued a circular advertising fixed charges for carrying out the work of shipping and forwarding agents. The charges quoted were minimum. They appeared to be charges to be made by a shipowner carrying out the duties of forwarding agents. If the shipowners in London would, on the same lines, come into line on this question with the shipping and forwarding agents it would be a good thing.

The Meeting then terminated.

Publications Received.

THE BOOK OF THE THORNYCROFT.—By "Auriga." (Published by Sir Isaac Pitman & Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 2/6d.) This book we are informed has been written by a journalist and engineer of wide experience intimately connected with commercial vehicles—particularly of the War Office subsidy types. As its name indicates, the book has particular reference to Thornycroft vehicles. The book is one of the most ambitious of its class, possibly with one exception, we have seen. It measures 7 in. by 5 in., has 175 pages divided into seven chapters. It deals particularly with the War Office "J." type Thornycroft, showing how to run and maintain it most efficiently. The book is profusely illustrated. The introductory chapter deals with classes of vehicles, the importance of systematic cleaning a..d inspection and gives a summary of the following chapters. Chapter 2 describes the "J" type Thornycroft in detail. Chapter 3 gives the early history of Thornycroft vehicles, the delivery of Thornycrofts on the outbreak of war, the organisation of a transport column, motor work-shops and so on. Also extracts from Major Strickland's observations. Chapter 4 deals with garage organisation, dismantling the "J" type lorry and motor vehicle service. Chapter 5, the cost of running. Chapter 6, lubrication and fuel consumption and Chapter 7, engine experiments and six-wheeled vehicles.

"YOUR RAILWAY RATES."—Published by the *Yorkshire Evening News*. Price 1/-. We have received a copy of a booklet consisting of articles which appeared in the *Yorkshire Evening News*, and which have now been issued in booklet form for permanent reference. In the foreword it is stated that the following pages put in the clearest and simplest language the numerous points of advantage of the new Railways Act to all business concerns. The ponderous legal phraseology of Acts of Parliament is so involved that many people are unable to make themselves fully conversant with their provisions, and it may well be, therefore, that great facilities for the furtherance of business interests are not taken full advantage of.

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Sheffield and Rotherham Area C.M.U.A

First Annual Dinner.

THE first annual dinner of the Sheffield and Rotherham Area of the Commercial Motor Users' Association, was held at the Royal Victoria Hotel, Sheffield, on Wednesday, January 30th last.

The Chairman of the Area, Mr. J. Gibbins, F.C.I.S., M.INST.T., presided, and the guests included Mr. Arthur Neal, late Parliamentary Secretary to the Ministry of Transport; Mr. E. S. Shrapnell-Smith, C.B.E., M.INST.T., President, Commercial Motor Users' Association; Mr. F. G. Bristow, F.C.I.S., M.INST.T., General Secretary, Commercial Motor Users' Association; Mr. G. F. Box, Chairman, North Eastern Division; and Mr. Ernest Harrison, Divisional Secretary, North Eastern Division.

After the loyal toast had been submitted and duly honoured, the Chairman proposed the toast of "The City of Sheffield," and coupled with it the name of Mr. Arthur Neal. In the course of his speech Mr. Gibbins emphasised the difficulties that were impeding the progress of transport, particularly with regard to railway and canal owned bridges that were not made for modern traffic. Referring to the new Government, the speaker said he thought that Mr. Harry Gosling, the new Minister of Transport, would act independently, and not be influenced by others, but would improve matters by national and not political means. Regarding municipally-owned passenger transport services, Mr. Gibbins said he resented this. Private persons were as fully alive to public needs as were municipalities. The Commercial Motor Users' Association would watch matters so far as they affected Sheffield.

Mr. Arthur Neal, who responded to the toast, referred to the improved state of the health of the City. This improvement, he thought, was due to the transition from the horse to the motor, resulting in cleaner streets. Motor transport revolutionised trade conditions. Transport facilities indicated a national state of prosperity. Referring to road development, the speaker said that Sir Eric Geddes had stated that road development was vital to the nation and a national asset; that spirit he considered must continue.

The Area Hon. Secretary, Mr. W. Wakelam, proposing the toast of the Association, referred to the legal restrictions under which owners of industrial motor vehicles were labouring, and said that perhaps it was not realised that the speed of steam wagons and trailers was no greater than the walking speed of the members of Parliament who walked from Banbury to Oxford, and that the speed of petrol vehicles is equalled by the time of the runners in the recent London to Brighton relay race. During the railway strike owners of vehicles were fined for carrying 2 cwts. in excess of legal limits. These were points which Mr. Shrapnell-Smith would probably deal with.

Mr. E. S. Shrapnell-Smith, C.B.E., M.INST.T., in responding to the toast, pointed out that the roads of this country were two miles in length to every square mile of land area. France had only one quarter of this. Germany one tenth, and America one twenty-fifth. Our road systems would, by the aid of motor transport, eliminate overcrowding in the slums. Despite the advantages of roads as a national asset, the Government did nothing in the way of regular contribution beyond £500,000 per annum, with the exception of incidental expenditure in providing work for the unemployed. Motor users paid £15,000,000, and the ratepayers, amongst whom must be included users of motor vehicles, the remainder of the £45,000,000 required. He mentioned that Sir Henry Maybury said that one-third of a penny per ton mile would pay the total cost of the roads. Motors paid one-eighth of a penny; therefore they paid one-third of the total cost of the tax, despite the fact that the nation as a whole derived full benefit. Referring to the danger of municipal trading, the speaker said that private owners made bus routes, and the municipal authorities stepped in and took them. This must be stopped by legislation, even if it meant that they had to concede something to existing tramways in return. Opinion, he said, was pretty evenly divided even amongst councils themselves on the fairness of municipalities running buses.

Mr. H. Jeffries proposed the toast of the North-Eastern Division, and expressed the wish that members of the division would take more interest in its work. Some of them, he said, regarded it as a sort of automatic machine, and thought that if they put their money in the slot the work would go on. Referring to taxation problems the speaker said he hoped that they would get better results from their taxes in the future, such as better roads, etc.

Mr. G. F. Box, Chairman, North-Eastern Division, in responding said that he was proud of the Association which did work of the highest value; it had high motives and ideals, and it gave a fair view of the position of the motor user. They were out to see that their members did their duty to the Association. They were out to help the industry and to make motor haulage a more economical proposition. Referring to the Sheffield and Rotherham Area, this he said was a young section, but they had an enterprising secretary in Mr. Wakelam, and a good committee who had the interest of the members at heart.

The toast of the visitors was proposed by Mr. R. J. Armstrong, A.M.INST.T., and duly responded to by Mr. F. G. Bristow.

The toast of the Chairman, which was proposed in felicitious terms by Councillor Wilf. Melling, A.M.INST.T., was received with musical honours.

During the evening an excellent musical programme was provided.

A Private Commercial Motor Show.

IT is exceedingly refreshing in these days to come in contact with dealers in motors who are enthusiasts in the development of the commercial motor industry. It was our privilege on Monday last to visit a private show of commercial vehicles organised by Messrs. Rootes, Ltd., Automobile and General Engineers, of Maidstone. The show was held in the firm's very extensive garage in Maidstone, and had for its object the creation of interest in commercial motor transport in the County of Kent. For some years past this exceedingly energetic firm has been holding an annual show of pleasure cars. During the slump years they have, possibly wisely been letting the commercial motor severely alone. They realized that with such an enormous quantity of second-hand war vehicles on the market, the handling of new vehicles was a somewhat disappointing business, nevertheless, they have kept well in touch with the situation and now that the Slough competition may be, for all practical purposes, discounted, they have again entered the commercial vehicle trade with characteristic energy. In their Maidstone show they had on view some 50 or 60 vehicles representing 8 different makes, the range covering practically every purpose for which the commercial vehicle is required. There were light sample vans of from 2½-cwt. capacity up to a 15-ton six-wheeler. There were traveller's broughams, ambulances, and motor hearses, motor coaches, both of the covered in and open variety, station buses, and open lorries and trailers, so that there was something to suit practically every class of buyer. The light sample and delivery vans were represented by Austins and Chevrolets, and were fitted with various types of bodies. There were Fiat commercial chassis, char-a-bancs, saloon coaches, an ambulance and a hearse. There were a Dennis 36-seater saloon bus and an all-weather motor coach. Chevrolets were represented by light vans, traveller's broughams, farmers' wagons, trucks and one-ton vans, there were various Buick vans and various G.M.C. models including the 15-tonner, and sundry Guy models including a 20-seater char-a-banc on the 2-ton chassis, and a 20-seater saloon bus. The firm informed us that they did not expect to do much business on this occasion but merely to create a certain amount of interest, they were, however, very agreeably surprised at having already booked 9 orders on the morning of our visit (the opening day). We shall have more to say with regard to this show in our next issue and also concerning the activities and policy of this highly enterprising firm.

Forthcoming Events.

February 19th.—Institute of Transport (Graduates and Students). Papers by Mr. R. C. Reynolds, O.B.E. (Road), and Mr. C. L. Edwards, C.B.E. (Railway), entitled "Salient Points in Transport Accountancy."

February 20th.—Institute of Transport (North Western Local Section, Liverpool). Paper by Prof. E. R. Dewsnup, entitled "Some Aspects of the Problem of Inland Transport."

March 3rd.—Institute of Transport. Paper by Mr. G. Holt Thomas, entitled "Air Transport and its Uses."

March 11th.—Institute of Transport (Metropolitan Graduate and Student Society). Two short papers will be submitted by members of the Society.

March 14th to 23rd.—Geneva Motor Show.

March 18th—Institute of Transport (Graduates and Students). Paper by Mr. E. Falconer (member), entitled "Relative efficiency of horse and mechanical power for road transport."

March 19th.—Institute of Transport (North Western Local Section) Manchester University. Paper by Sir Philip Nash, K.C.M.G., C.B., M.INST.T., entitled "Transport Problems."

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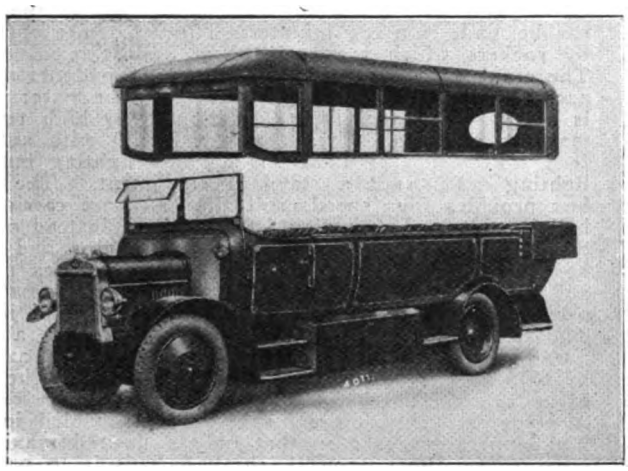
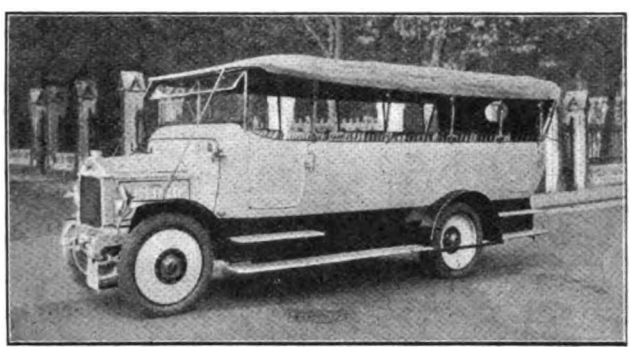
Preparations for the Coaching Season.

Associated Equipment Co., Ltd., Walthamstow, London, E.17. This firm are producing a very interesting model as shown in the photograph, it is convertible to an open char-a-banc or saloon bus by removing or replacing the hood. This bodv is mounted on the 2-ton chassis described in our November issue. Another model of unusual design mounted on model 503 chassis is the



THE A.E.C. CONVERTIBLE OPEN-TO-ALL-WEATHER COACH.

provincial "S" type chassis with a 45 h.p. engine. It has accommodation for 34 passengers, the seats are of the bucket type arranged in two rows with a central gangway. The driver's seat is screened from the passengers and is placed beside the engine. The front entrance is placed in a position which enables it to be easily operated by the driver if desired. One of this



THE BURFORD COACH.

type is being operated by Mr. Spence, between Dromore and Belfast, who has a similar bus on order. The design is known as the "Ulster King." Our readers are, of course, aware that the Associated Equipment Co., build all L.G.O. buses. They are, in fact, specialists in public service passenger vehicles. They provide an excellent service whereby users of A.E.C. vehicles are periodically visited by the firm's experts who examine and report upon the condition of the vehicles and carry out necessary repairs.

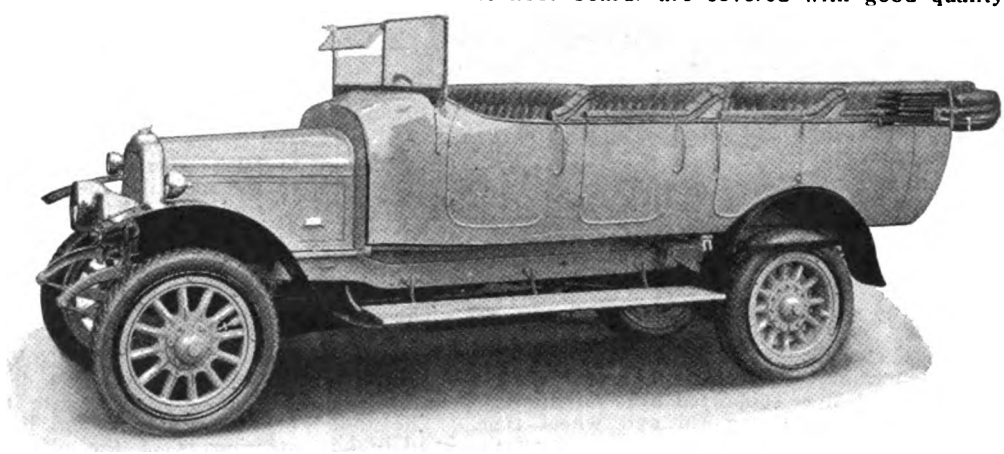
H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1. One of the special features of the Burford motor coach is that it is fitted with brakes on all four wheels. The firm exhibited a vehicle of this type in 1921. As in the majority of cases motor coach accidents are traceable to brake failure, this is an important point. J. P. Arthur and Sons, Oswestry, purchasers of one of the Burford four-wheel brake coaches, wrote the firm after the vehicle had been in service for two years, as follows: "You will be pleased to hear that the front wheel brakes have proved very successful. The char-a-banc has run over 10,000 miles over the worst hills in Wales." The Burford 30-cwt. and 50-cwt. chassis are very well known to our readers and they are suitable in every way for passenger service. With reference to the 30-cwt. chassis: the Great Western Railway Company have a very large number in their service and have fitted them with various types of bodies including quick parcel delivery van bodies and single deck buses. They are used throughout the Company's extensive system including such hilly districts as South Wales and Cornwall and that the vehicles are giving every possible satisfaction is evidenced by the fact that repeat orders are being constantly placed in quantities with the manufacturers.

Carrimore Six-Wheelers, Ltd., Commerce House, 72-86 Oxford Street, London, W.1. The Carrimore six-wheeled omnibus is, we believe, the first passenger vehicle of this type to be produced in this country. It has seating capacity for 50 passengers. On this vehicle four wheel steering is employed, the rear pair of wheels being mounted on a turntable and are under automatic control. The tractor chassis used is an SK5 Karrier type and is provided with a 50 h.p. engine. This bus is starting shortly on a trip to South Wales

THE CARRIMORE 6-WHEELED 50 SEATER.

for the purpose of demonstrating its possibilities to bus companies, mine owners and others.

Clement Talbot, Ltd. Barlby Road, North Kensington, London, W.10.—This firm are supplying a 15-seater char-a-banc, the excellent appearance of which may be judged from the accompanying illustration. The chassis is described as the 20-50 h.p. type specially built for char-a-banc work. The body is constructed of well-seasoned ash, reinforced with hand forged body plates, built as light as possible consistent with strength. There are three seats behind the driver's seat and two doors in addition to the door in the driver's seat. The back seat is entered from a centre gangway formed by removing a detachable seat and back rest in the third seat from the front. The floor boards are covered with good quality



THE CLEMENT-TALBOT COACH.

lino and trap doors are fitted, with flush handles, where necessary. The panelling is of metal sheets fixed with

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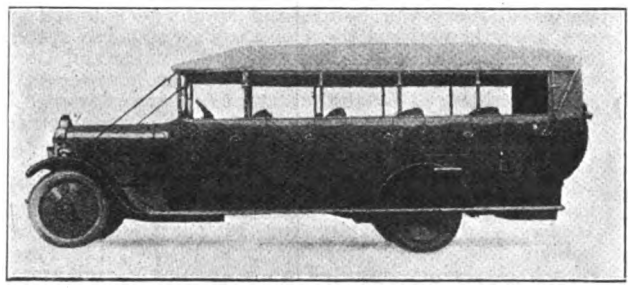
screens and panel pins. The step boards are covered with lino or lin rubber and edged with aluminium angle. The upholstery is good imitation leather with pleated squabs and plain cushions. The windscreen is nickel plated fitted with plate glass screen in two sections. On the driver's side the top half is made to open. The hood is a special one-man fitting.

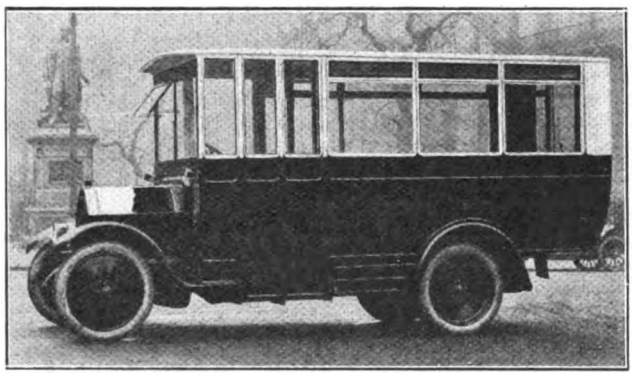
Daimler Co., Ltd., Daimler Works, Coventry. The Daimler Company inform us that they are interested in the supply of chassis only but they have from time to time arranged to have bodies fitted by outside coach builders. This year they propose to cater for the supply of a number of char-a-bancs, as here illustrated. These are of the 20-seater type. The chassis is of the C.K.



THE DAIMLER COACH.

type with a 13 ft. 6 in. wheelbase. It is fitted with disc wheels and pneumatic tyres. The body work is by John Buckingham, Ltd., Bradford Street, Birmingham.

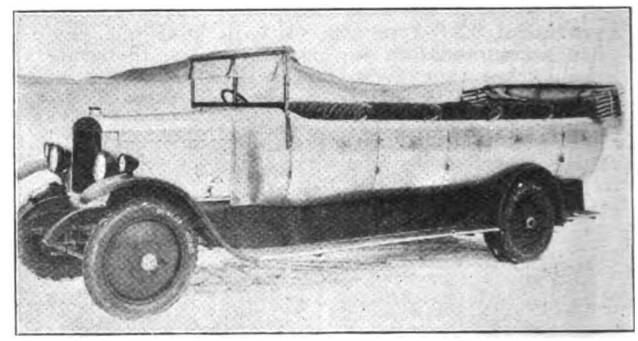
Fiat Motors, Ltd., 43-44 Albemarle Street, London, W.1. This firm lists a 30-cwt. chassis (Model 15 Ter) which can be fitted with either a 14 or 18-seater motor coach body, or with a 16-seater public service bus, or as a 14-seater saloon coach. The firm does not list standard motor coach bodies but builds them to customers requirements. The only standard type of body they list in the passenger line is the "Pay-as-you-enter" public service omnibus and this is priced at £750. The "Model 15 ter" chassis has a four-cylinder engine cast en bloc. The crank shaft runs in three bearings of phosphor bronze lined with white metal. Ignition is by high tension magneto and the carburetter is the special Fiat patent of improved twin jet design. Lubrication is by oil pump which draws up oil from the base chamber and circulates it to the main bearings and through the hollow crank shaft to the big end bearings of the connecting rods. Water circulation is by centrifugal pump. The clutch is the latest improved Fiat multiple disc type. The discs run in oil and are forced into contact by an easily adjustable spring. There are four forward speeds and a reverse. The change



THE FIAT BUS.

speed gear is of the double sliding type. The gear shafts are of chrome nickel steel and run on ball bearings. The cardan shaft is enclosed in a case forming an extension of the rear axle casing. The frame is of pressed steel supported by semi-elliptic springs. The steering is of the worm and wheel type. The foot brake works on a main shaft drum and the hand brake on drums in the rear wheels. The wheels are steel disc type fitted with Michelin pneumatic tyres 880 by 120 mm. all round. Twins on rear wheels. The petrol tank is at the rear of the chassis supported under the frame and petrol is fed to the carburetter by pressure from the exhaust. Initial pressure is obtained from a hand pump on the dash. The electric equipment includes a dynamo and a battery with two head, two side, tail and dash lamps. There is an electric horn.

Guy Motors, Ltd., Fallings Park, Wolverhampton. This firm are supplying a 2-ton 20-seater char-a-banc and also a 30-cwt. 18-seater all-weather char-a-banc. The Guy special passenger chassis has a 25 h.p. 5-cylinder engine with bore and stroke 4 in. and 5½ in. The valves are placed in the cylinder heads, the latter being detachable and water-cooled. The water connections are outside the head so that in the event of a leakage water cannot get into the cylinders. The removal of the head can be made in a few minutes. The valves are operated by rockers which are enclosed in a dust proof cover. The crank case is provided with inspection doors giving access to the connecting rod bearings. The water pump is of the centrifugal type. Ignition is by high tension magneto and the carburetter is a Zenith with autovac feed. Provision is made for dynamo lighting but the lighting set is not a standard equipment. The gear box provides four speeds and all shafts are carried on ball bearings. Lubrication is by thin oil instead of the usual oil and grease mixture. The engine and gear box complete with all operating gears such as clutch and change speed are all carried on a sub-frame suspended from the main frame by three universal joints. The back axle is of the spiral bevel type in a one-piece basin forging. Lubrication of the back axle is by oil which is automatically fed to all gears. The foot brake acts on the bevel pinion shaft on the back axle. A compression spring arrangement is provided in the brake operation gear so that only a desired maximum pressure can be put on the brake. This is to prevent a bad driver from damaging the tyres. Steering is of



THE GUY 20-SEATER COACH.

the worm type and a complete worm wheel is used. The radiator is of the vertical tube variety. The tyres are Dunlop, single front and twin rear, 895 by 135 mm. The special points are the automatic lubrication, the transmission components which are effectually insulated from frame distortion. The price of the chassis is £695.

Karrier Motors, Ltd., Karrier Works, Huddersfield. This firm provides a very large range of passenger vehicles of the motor coach type, from 12 to 33 seaters and buses from 12 to 56 seaters. The special feature the firm will have for 1924 will be the new "Z" type 20-25-cwt. chassis suitable for 12-14-seater char-a-bancs, or 14-16 seater single-deck buses. This is a cheap proposition as the chassis complete with pneumatic tyres and electric lighting is listed at £345. The engine is a 4-cylinder monobloc with detachable head, the bore and stroke are 3⅜ and 5 in. respectively, developing 22 h.p. at 1,250 r.p.m. or 18·2 h.p., R.A.C. rating. Oil is forced to the main bearings and crank pins by plunger pump. There is an oil pressure indicator on the dash board. Ignition is by high tension magneto driven by skew gear, the carburetter is of an improved vertical type. Thermo-syphon water cooling is employed and the radiator is the gilled tube type. Cooling is assisted by a fan. The clutch is the multiple plate type. The gear box is mounted on the rear flange of the engine crank case in unit form. There are four forward speeds and a reverse, with direct drive on top. The change gear control is of the gate type mounted directly on top of the gear box and independent of the frame. The steering is of the planetary gear type. The steering arm is connected to the steering head by a long link in the transverse direction of the chassis. The petrol tank is mounted on the dash and holds 10 gallons. The rear axle is worm driven. The gear ratio is 6·5 to 1. The road wheels are mounted on phosphor bronze bushes. The foot brake of the external contracting

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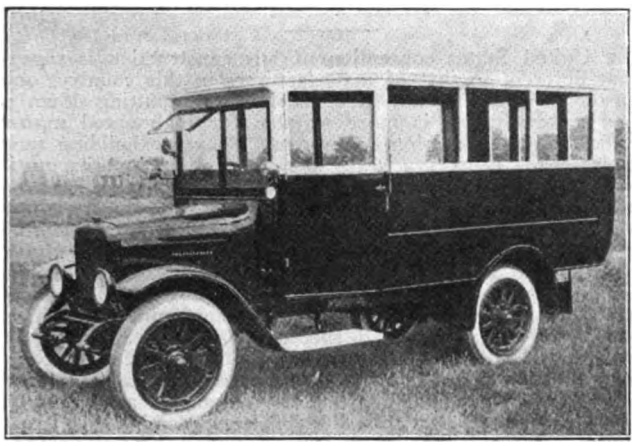
type, acts on a drum at the back of the gear box. The hand brake is of the internal expanding type in drums on the rear wheels. The springs are semi-elliptic, the front springs are 3 ft. long and the rear 4 ft., the road wheels are steel disc with detachable rim flanges shod with straight sided pneumatic tyres 32 in. by 4½ in. front and 33 in. by 5 in. rear. The frame is of channel section pressed steel, the wheelbase is 10 ft. 6 in. and the track 4 ft. 8 in.

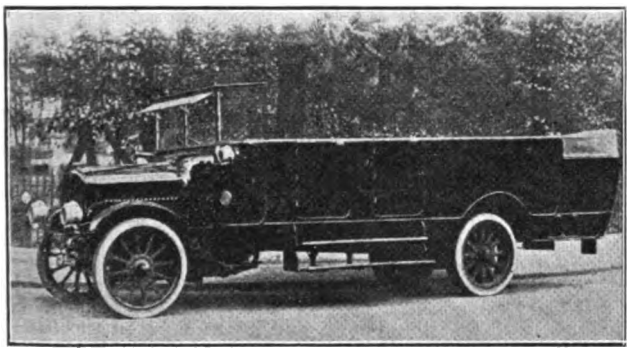
Mann, Egerton & Co., Ltd., 5 Prince of Wales Road, Norwich. The Mann Egerton body, here illustrated, is



THE MANN EGERTON BUS BODY ON "INTERNATIONAL" CHASSIS.

an example of an International Harvester coach bus body and Mann, Egerton & Co., are arranging to build similar bodies to suit other chassis as required. The object of the firm is to produce high grade coach bodies specially designed for attractive appearance and maximum comfort.

Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, Albany Street, London, N.W.1. The Saurer chassis is eminently suitable for high class motor coaching work owing to the number of special features embodied in its construction, such as the patent engine brake which provides practically absolute security under the worst hill conditions, and eliminates the danger of skidding owing to the locking of the rear wheels by

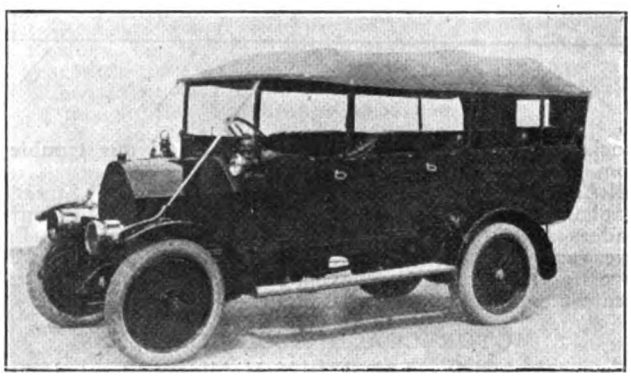


ONE OF PICKFORDS' SAURER COACHES.

the application of the ordinary type of friction brake. The springing of the Saurer is also a special feature providing, as it does, great comfort even when the vehicle is fitted with solid tyres. During the past year the works had an increasing demand for motor coach and other chassis fitted with pneumatic tyres. The Saurer can be supplied either with solid or pneumatic tyres of the single or twin variety. Saurer chassis are suitable for carrying from 20 to 28 passengers, depending on the type of chassis selected, and can be supplied in various lengths of wheelbase.

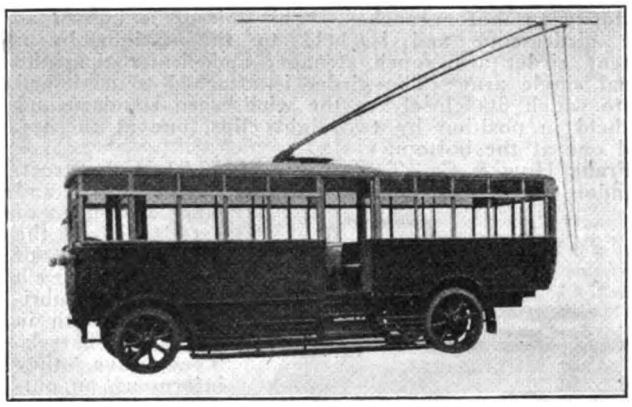
C. Smith & Son (Godalming), Ltd., Godalming, Surrey. Our photograph shows one of this firm's "Utility" char-a-banc bodies fitted to a Fiat 30-cwt. chassis. The body is fitted with double doors, of a good width, to one side. The opposite side is flush, having no doors, but one can be fitted to the driver's seat if required. The seating capacity is for 14 persons and the seats are all removable and fitted wih hinged back rests. The fact of the seats being removable makes the interior available for carrying merchandise, luggage, etc., the wide doors giving easy access.

Tilling-Stevens Motors, Ltd., Maidstone. The Tilling-Stevens petrol electric chassis has been adopted with great success for passenger transport. The propulsion obtained by the petrol electric drive gives great flexibility and it possesses the additional advantage of being practically a self-contained power unit. This flexibility produces absolutely smooth and easy running which is a very valuable factor for passenger vehicle work. Simplicity of control and safety on hills are further outstanding features. The firm have recently received an order for a further 166 vehicles for operation in



A COACH BODY, BY C. SMITH & SON, ON FIAT CHASSIS.

London, besides numerous other large orders, which provides substantial backing for the claims of this firm. The trolley buses are also being extensively produced, equipped with a very efficient drive and light-weight motor. Orders for several of this type of vehicle for Wolverhampton and Halifax Corporations have been completed and there are on hand orders for several other Corporations and also a repeat order for Wolverhampton. The firm have amongst numerous other orders for their petrol electric passenger vehicles an order from the East Kent Road Car Company and the Barcelona



THE TILLING-STEVENS' TROLLEY BUS.

Omnibus Company and also orders from Australia, for Sydney.

TYRES FOR MOTOR COACHES.

J. W. & T. Connolly, Ltd., 57-67 Wharfdale Road, London, N.1. The Connolly special tyre and the Connolly Mammoth are the two special tyres for motor coach work. The special tyre provides a medium between the solid tyre and the pneumatic. This result is obtained by inserting a special form of resilient rubber for the base of the tyre which absorbs the road shock, whilst the tough-tread rubber takes all wear, these tyres are made in all standard sizes.

Henley's Tyre & Rubber Co., Ltd., 20-22 Christopher Street, Finsbury Square, London, E.C.2. The firm inform us that they are having very gratifying reports from users of the new Henley air cushion tyre, as illustrated, from all over the country. One user has written them, as follows: "I had the Albion lorry out amongst snow and ice and on hills which were covered

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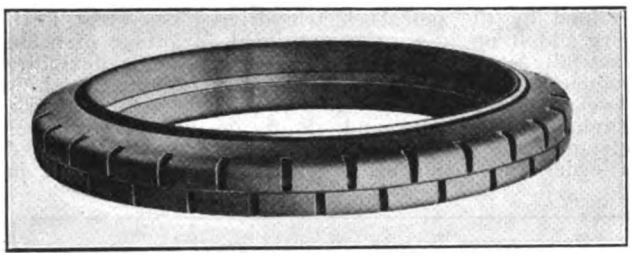
with snow and ice. It went up without skidding whilst others had to put on chains or turn back." With regard to the shock absorbing qualities another user writes: "Since fitting these tyres the spring defects due to road



THE HENLEY AIR-CUSHION TYRE.

shock, have been practically eliminated and our trouble from this source almost ceased."

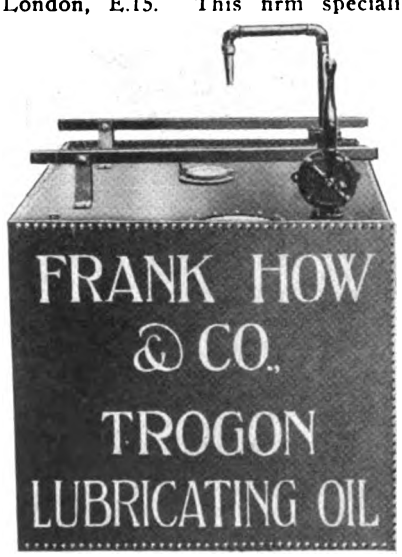
N.A.P. Pneumatic Tyre Co., Ltd., Stonhouse Street, Clapham, London, S.W.4. We need hardly remind our readers of the excellent results obtained from N.A.P. tyres as they are now in almost general use and we have never heard them spoken of with anything but the greatest satisfaction.

MOTOR COACH ACCESSORIES.

Carter & Aynsley, Ltd., 124-126 Middlesex Street, London, E.1. The Graveley patent friction fastener is the only motor coach fitting being supplied by this firm. Its object is to secure any movable fitting against rattle or noise due to vibration under all conditions. The fastener is efficient when in use with uneven or badly fitting surfaces, its latitude of movement under pressure being one-eighth inch below or above its own seating. It is suitable for windows, doors and for holding fare boards, destination boards and ventilators. It is manufactured throughout of solid brass with antique copper bronze finish, or it can be supplied in polished brass or nickel plated and with striking plates. We are informed that this fastener has been adopted by the London General Omnibus Company.

Dekla, Ltd., Beacon Works, 103-107 Bradford Street, Birmingham. This firm has recently introduced a patent mirror which they state is being fitted very satisfactorily to motor coaches. This mirror is known as the girderscope and is held to the upright by a patent girder arm much stronger and firmer than the usual single arm. The girder is attached to a shaped plate which fits closely to the windscreen standard and is held in position by two light clips, one at the top and one at the bottom.

Frank How & Co., Trogon Wharf, 77-83 High Street, London, E.15. This firm specialise in lubricants and make a business of catering for the requirements of motor coach owners for lubricating oil both in bulk and in barrels. They have, they inform us, an output at the present time of 20,000 gallons per week. The tank, as illustrated, is presented free to every user of 50 barrels of the firm's special motor coach oil.



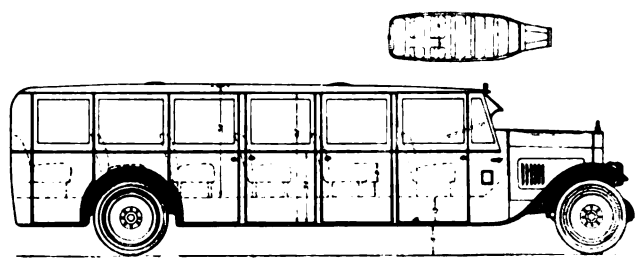
THIS TANK IS FREE TO USERS OF 50 BARRELS OF HOW & CO.'S MOTOR COACH OILS.

S. Smith & Sons (M.A.), Ltd., Cricklewood Works, London, N.W.2. The motor coach accessories supplied by this firm include speedometers and mileage recorders, lighting-sets, oil side and tail lamps and carburetters. The lighting equipment is built for solid tyred vehicles. It consists of a 12 volt 8 amp. dynamo, a 12 volt 42 amp., battery, two head lamps, two side lamps, a tail light, cut out and switchboard. The lamps are made with a cast aluminium front and pressed steel body the interior surface of which forms a reflector thus doing away with a separately attached reflector requiring rivets or other means of fixing. The whole set is supplied for £33.

Advance Particulars of the Pierce-Arrow Bus.

THE United States conception of bus construction is somewhat different to that of manufacturers in this country, one reason no doubt is that the Americans are putting down a road system which is more suitable for high speed motor traffic than the British road system. They are building new roads—roads being practically non-existent in America until the new era of motors. The advance particulars we have of the new Pierce-Arrow bus built to carry 25 passengers, show it to be a vehicle built for both speed and comfort. The manufacturers state:—"A bus to be profitable must have speed as well as power, and the Pierce-Arrow bus has a six-cylinder dual-valve dual-ignition bus engine, readily attaining a brake horse power of 100. In inter-urban runs it is capable of sustaining road speeds as high as 50 miles an hour, and it is equally desirable in city traffic where its flexibility, freedom from vibration, and fuel economy at low speed are quickly appreciated. The dual type engine, as developed by Pierce-Arrow, has achieved definite leadership for great power, decreased gasoline consumption and exceptional endurance. The Pierce-Arrow is equipped with a four-speed transmission and an inverted worm drive."

The following are brief particulars of the chassis:—The seating accommodation is for 25 passengers, the wheelbase is 16 ft. 4 in., and the overall length 23 ft. 6 in, and the over-



PLAN AND SIDE ELEVATION OF THE PIERCE-ARROW SALOON COACH.

all width is 7 ft. 5 in. The weight of the chassis is approximately 2 tons 15 cwts. with full equipment including fuel, water and tools. The front track is 6 ft. 2¼ in. outside tyres, and the rear track is 7 ft. 5 1/16 in. outside tyres. The turning radius is 37½ feet with a 6 to 1 rear axle ratio, the speed is 50 m.p.h. approximately on pneumatic tyres, but on semi-pneumatic tyres the chassis is built for 25 m.p.h. The bore and stroke of the engine are 4½ by 5½ in., and the S.A.E rating is 38 h.p. The clutch is a multiple disc. The four-speed gear box is placed amidships. The American chassis has left-hand drive with central control. The fuel tank holds 36 gallons, with a visible gauge, and is mounted on the right side of the chassis slightly below the top of the frame. The filler spout is extended for filling from the outside. The rear springs are underslung and measure 60 in. by 3½ in.; the front springs are 41 in. by 3 in., and are of the banded type. The frame is of pressed steel heat treated and the side members have a depth of 8 in., three-sixteenth inch thick with 3⅜ inch width of flange. The height of the top of the frame to the ground, when loaded, is approximately 2 ft. 4 ins. at the front, and 2 ft. 5 ins. at the rear; the road clearance is 8 ins. The foot brakes act on twin drums 10-in. diameter by 5 in. wide each on the propeller shaft; they consist of external contracting bands with equalisers. The hand brakes are internal expanding on rear wheel drums 21 ins. internal diameter. The wheels are cast steel spoke type with solid tyres, or optional at extra cost, Michelin disc type with pneumatic cord tyres 36 in. by 6 in., or optional semi-pneumatic tyres 36 in. by 5 in.; in each case single front and twin rear. The equipment includes starter, generator, battery. electric horn, speedometer, bumper, tools, ammeter, pressure oil gauge, fuel pressure gauge and dash light.

We have received the above particulars from Mr. George Bright, of the Pierce-Arrow Motor Car Co., London Spare Parts Depot, West Heath Yard, Mill Lane, West Hampstead, N.W.6.

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Birkenhead Road Transport Association.

Twenty-Seventh Annual Meeting.

THE Birkenhead and District Road Transport Association, held their annual general meeting on Monday, January 14th, at the office of the secretary, Mr. John Fletcher, Hamilton Square, Birkenhead. Amongst those present were:—Messrs. S. Prescot, G. Williams, — Dudley, Arthur Smith, H. H. Crutchley, — Martin, T. Price, A. V. Crutchley, F. Pinder, etc. Major B. M. Ormrod presided.

The hon. treasurer, Mr. Frank Pinder, presented the balance sheet, and on the proposition of Mr. Williams, seconded by Mr. Price, a hearty vote of thanks was accorded him.

The chairman then presented his report on the year's working. A review of the past year, from a transport standpoint, he said, revealed that trade generally had been poor, although towards the end of the year there was a slight revival. He was optimistic enough to hope that the year 1924 would show a steady, even if slow, revival of trade and industry. Owing to the seriously depressed condition of trade during the early part of the year a movement was set up by the employers' associations to introduce a reduction in wages and a long overdue change in the working conditions. The movement attracted for the first time the support of most of the large private firms on Merseyside, who own mechanical vehicles, and do their own transport work. The net result of that movement, while somewhat disappointing to the members of the Association, was that it was agreed with the Employees' Federation that men's wages should be reduced 3s. and juniors 1s. 6d. per week with a corresponding reduction in overtime rates; the matter to be again reviewed at the end of April, 1924. No change was made in working conditions except that payment for the holiday week was to be optional after 1923.

Many matters relative to transport and trade had been discussed and measures taken with the object of improving them, and the Association had now under consideration a scheme of fusion of the various Merseyside Organisations, having for its object the simplification of management, uniformity of charges and conditions, and other changes deemed to be desirable by many of the progressive transport leaders and certain of the associations. No association could forge ahead without the help of live members willing to sacrifice a little time occasionally to the interests of the Association with a view to obtaining more settled and satisfactory conditions for the whole of its members. He was somewhat disappointed that the Birkenhead Association was not more solidly supported by many transport employers, and was inclined to the view that measures should be adopted, by circular and otherwise, in order that those outside the Association might be attracted to membership. The Association was under a debt of gratitude to Mr. Arthur Smith, who represented them at the Councils of the parent Federation in London and at other representative and collective association gatherings.

The chairman's report was adopted.

Major Ormrod expressed the desire to be relieved of the office of chairman. He felt that the Association required a local chairman rather than one who was living outside, to keep in touch with all the local members. Mr. Pinder replied that Major Ormrod had done very good work for the Association, which was indebted to him. No one could have taken a greater interest in it than Major Ormrod. He moved his re-election. After a short discussion, Major Ormrod was unanimously re-elected.

Mr. W. Jones was elected to the office of vice-president; Mr. F. Pinder, hon. treasurer; Messrs. P. McGetrick and H. H. Crutchley, auditors; and the following committee:—Messrs. R. Alderson, H. H. Crutchley, T. Price, S. Prescot, G. Lee, P. McGetrick, J. Williams, A. Smith, and T. Perrin. Mr. John Fletcher was unanimously re-elected secretary, and Mr. Arthur Smith to represent the Association at the meetings of the National Road Transport Employers' Federation.

It was decided to hold the annual dinner as usual, and it was provisionally fixed for February 16th.

The chairman drew the attention of the meeting to the fact that certain important changes had taken place in the Workmen's Compensation Act, and said that if members had not received notification from their insurance company on this matter, they should make enquiries without delay.

A vote of sympathy was passed with Mr. G. Lee in the loss he had sustained by the outbreak of foot and mouth disease.

Mr. H. H. Crutchley referred to the much-discussed schemes for the improvement of the cross river facilities of Liverpool and Birkenhead. He ventured to assert that if the tunnel scheme was executed, the cost of transport between the two places would increase. He thought that if there were sufficient landing stage facilities both at Liverpool and at Birkenhead, four steamers could be employed continuously conveying vehicular traffic.

Liverpool Short Cart & Motor Owners' Association.

Fifteenth Annual Meeting.

A VERY gratifying year of progress was reported at the fifteenth annual general meeting of the Liverpool and District Short Cart and Motor Owners' Association, held at the office of the secretary. Mr. W. F. Ewbank, Dale Street, Liverpool, on Tuesday, the 15th January. Not only was the financial position the subject of very favourable comment, but also the fact that cordial relations existed between members and those with whom they conducted business. The prospects for the current year were described as being very promising. Mr. S. Prescot presided.

The chairman, in reviewing the year's activities of the Association, said that they set out at the commencement of last year with hopes of improved trade for transport contractors. Although their expectations had not been altogether fulfilled, he thought they could compliment themselves upon having tasted a fair measure of success. The Association had retained the whole of its membership, and he was gratified to say that all had worked loyally and well to Association rules. During the past twelve months they had taken part in four conferences to deal with wages and working conditions. At the last of these, they, with the other local transport associations, agreed to challenge the men's society. After the situation which then arose, powerful influences set to work to bring together representatives of the employers and of the men with a view to adjusting matters. That meeting lasted over nine hours, one result of which was that they were able to secure the abolition of payment for bank holidays on top of the ordinary wage rates. They were also able to secure the abolition of the week's holiday with pay. On other matters, however, they were unable to obtain the assent of the men's society. Consequently all other conditions would remain in operation until next April. In the motor section, the employers desired overtime rates after a certain hour to be at the rate of time and a quarter instead of at time and a half. At that time it was pointed out that local motor haulage contractors were experiencing very severe competition from contractors coming in from outside districts where the same rigorous conditions, as obtained in Liverpool, did not apply. After a lapse of time they were informed by the union that the men would not listen to any alteration in either wages or overtime. The Liverpool Short Cart and Motor Owners' Association was not a very big organisation, but he was sure that all who knew anything of it at all would agree that they had held their own quite as much as any other association could possibly do, having regard to the times through which they were passing. He thought he could say with little fear of contradiction that there was hardly another association locally that had had the same steady supply of cartage as they had had. Their day rates were stabilised, and one of the largest employers and horse hirers in the city had recognised their rates. They could not help outside firms coming in to cut rates, but it was indeed very gratifying that the Liverpool Corporation should acknowledge the Association's schedule. He thought they could compliment themselves upon that fact.

Mr. J. J. McKnight, the hon. treasurer, presented the balance sheet, which indicated that the balance brought forward from the year 1922 was £140. The Association finished the year after meeting all expenses, with a credit balance of £181/15/0.

The treasurer's report was then adopted, and Mr. McKnight was complimented upon the gratifying figures he was able to put before the members.

The election of officers was then proceeded with, and Mr. S. Prescot was again nominated for the position of president on the motion of Mr. Carruthers, seconded by Mr. Lunt.

Mr. Prescot was enthusiastically elected, and acknowledging the confidence the members had replaced in him, said that he was always looking after the interests of the Cart and Motor Owners' Association. He hoped that the year 1924 would carry the strength of the Association forward still further, and members should see that all outsiders were brought into the Association.

Mr. R. L. Martindale was elected to the office of vice-president. For the hon. treasurer, Mr. Briggs proposed and Mr. Carruthers seconded the re-election of Mr. McKnight—a very popular selection. Several members spoke of the energy and businesslike acumen Mr. McKnight had shown. Two members of the committee, Mr. Wilkinson and Mr. McCurdy retired, and in their place Mr. Pearson (south-end) and Mr. Smith (north-end) were unanimously elected. The appointment of Mr. H. Jones and Mr. J. T. Lunt as auditors was confirmed. Mr. W. F. Ewbank was re-elected secretary, Mr. McKnight remarking that the Association, since its formation, had only had two secretaries, and he knew of no one more suited to discharge the duties of that office.

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Leeds and District Horse and Motor Owners' Association.

Annual Dinner.

THE annual dinner of the Leeds and District Horse and Motor Owners' Association was held on January 30th, at the Griffin Hotel, Leeds. Mr. J. I. Stonehouse, president, presiding. Mr. Stonehouse referred to the work which members of associations, such as theirs, did during the recent dispute in connection with the railways, and while they did not claim to be a strike breaking organisation, they were prepared, he said, to do their level best to see that the transport of the country was carried on. They were not prepared to allow any section of the community to put at defiance the other sections and say whether they should be fed or not. He expressed a doubt whether their services were recognised to the extent they should be, and remarked that it was not generally realised that in the transport industry in this country close upon 100,000 more people were employed than in connection with the railways. The railway companies sought powers to carry by road some time ago but that strike had given a lesson on the matter. What the country wanted was as much private enterprise as possible and as little municipalisation and nationalisation as possible. In private enterprise lay the safety of the nation. Touching upon motor taxation the speaker said some people thought the transport industry should bear the burden of heavy taxes and also the cost of new roads and repairs, but he pointed out that these people seemed to forget that the haulage contractor was the servant of the community, and that he did not use the roads for his own benefit. In their opinion taxation was too high and the present system was not a fair one, and he pointed out that during the recent strike not a single vehicle could be brought upon the roads unless the tax had been paid upon it. That system meant that vehicles must stay idle when they could have been of use to the nation, as, of course, no man was going to pay a quarter's tax on a vehicle which was going to be used for only a few days.

The toast of "The Leeds City Corporation," was proposed by Mr. G. T. Tuke, who referred to the sympathetic understanding that existed between the officials of the association and the various corporation departments. He touched upon the danger of fast-moving vehicles passing tramcars which were discharging passengers, and said he thought in the centre of the city it should be necessary for vehicles to stop until passengers had boarded or dismounted from trams.

Alderman R. A. Smithson, replying to the toast, said as a member of the Watch Committee he happened to know that the police authorities were looking into the matter of the danger of passing tramcars.

The toast of "The Leeds and District Horse and Motor Owners' Association" was proposed by Mr. R. Blackburn. Replying to the toast Mr. B. Chapman said he believed that municipalities very properly dealt with monopolies, though it was not always advantageous, for in Sheffield they got better and cheaper gas from a private company in competition with the electricity of the corporation. The parcels department of the Tramways Department in Leeds affected them in the haulage trade and, he remarked, he did not think it right that ratepayers money should be used to run a department in competition with ratepayers. The tramways parcels department, for instance, interfered with the efficiency of the tramway service. He also objected to such practices as the gas and electricity departments selling fittings.

Bradford and District Horse Owners' and Allied Trades Association.

Annual Meeting.

THE fourteenth annual meeting of the Bradford and District Horse Owners' and Allied Trades Association, was held at the Market Tavern Hotel, on 19th January. Mr. W. R. Burton presided. In the annual report reference was made to the many activities of the association. Effective representations had been made to the Corporation on matters relating to the employment of non-ratepayers on Corporation schemes, the working of the tramways parcels department, and the unsafe tarmacadam and diagonally-paved roads. Details were given of the work done in reference to the Railways Bill, the Industrial Councils Bill, and the proposed legislation with respect to working conditions and carriers' general conditions. The prospects for an improvement in the carrying business so far as it affected horse owners, were considered to be very hopeful.

The following were elected officers for the coming year:—President, Mr. Walter Gill; vice-presidents, Mr. J. Illingworth and Mr. G. Pickersgill; hon. treasurer, Mr. W. T. Sugden; hon. secretary, Mr. T. E. Pickersgill; committee, Messrs. R. A. Burton, J. Thompson, J. W. North, E. Fairburn, P. S. Webster, and E. Cooper.

It was decided, in view of the fact that horse-keeping expenses had been advanced during recent months, that no further reduction in hiring charges could be made at present, and that the Corporation be approached with the object of obtaining a revision of the Council's decision to reduce team labour rates as from November 1st last.

Scottish C.M.U.A.

Annual Meeting.

THE annual meeting of the Scottish Commercial Motor Users' Association (Incorporated), was held at Glasgow on the 28th January. Councillor E. Graham Guest, Edinburgh, presided. A report was submitted by the secretary, Mr. John W. Loudon, who stated that although 1923 was a bad year for commercial vehicle users generally from a business standpoint, the association had consolidated its position and membership, and nearly all the large users in the country had joined. An important amount of work had been carried through in relation to roads. The view of the association was that all roads should be made fit for heavy traffic, but it would be a considerable time before this desirable end was attained, and in the meantime differences of opinion continually arose between county councils and the association. During the past year the association had investigated or been represented at all road inquiries in Scotland. One of the most troublesome questions which the association had had to deal with was in connection with the Forth and Clyde Canal bridges, and representations had been made to London with a view to arrangements being come to for new bridges being provided of a type sufficient to carry the increased weights now customary. Apart from agreement, however, it would require legislation to give effect to these, as the railway companies' obligations were at present limited by Act of Parliament. There had been cases in nearly all the courts in Scotland, and in a number of courts in England, where members had been represented by the association's solicitors for infringements of the Motor Cars Acts. The most frequent source of trouble had been in respect of lighting failures. As to the present position of the ferry services across the Forth, the association was very interested in the proposal for a road bridge, which they felt was required, and would be of inestimable value to municipalities and to users on the east side of Scotland.

The Government Departmental Committee, which had been sitting for some considerable time considering, among other things, the possibilities of a petrol tax, had not yet issued their report, but it was anticipated that no radical change in the basis of taxation would be made as a result of the committee's investigations. What the association most urgently wanted was an immediate pro-rata reduction of one-sixth on every annual licence, and immediate administrative changes so that monthly and quarterly licences could be taken out at any time at actual proportionate rates, and facilities given for the transference of a licence from any vehicle laid up to any unlicensed substituted vehicle. Further, they desired that annual licences should be taken out from any date in the same manner as driving licences, and it was most important that in any change that might take place the commercial motor user should not be called upon under any circumstances to pay more than he was now doing.

The report was adopted.

The Chairman, in his address, referred to the recent roads conference held in Edinburgh. In the first place, he said, commercial motor users were blamed for the damage done to the roads. The financial position in regard to the upkeep and repair of the roads was really alarming. But so far the roads were not in a fit condition for heavy motors. He would lay down first that the road authorities should be prepared to make roads fit to bear any traffic that was likely to come upon them. How the money was to be raised was another matter. Referring to taxation, he said that the purpose to which vehicles were being put should be taken into account in determining the incidence of taxation. The position of the road authorities at the present time was a most difficult one. They were responsible for keeping up the roads, but, on the other hand, there was a certain amount of responsibility attaching to the commercial motor users to make their vehicles suitable so as to cause the least possible damage.

A resolution was carried, requesting that Clause I of the Smoke Abatement (Scotland) Bill be modified to the effect of relieving an employer of responsibility in the event of an offence being committed through the negligent or careless act of his employee.

The taxation proposals contained in the secretary's report were also the subject of a resolution put from the Chair and carried.

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Activities of the F. W. & R. A.

Preliminary Notice of Annual Meeting.—As already recorded in these columns the twenty-second Annual Meeting will be held in the Royal Pavilion, Brighton, on May 21st and 22nd next. The Brighton Town Council have extended a cordial invitation to the Association. The Programme, so far as it has been arranged, is as follows: May 21st, at 1 p.m., Luncheon, 2.15 p.m. Mayoral Welcome 2.30 p.m. Annual General Meeting, 5.0 p.m. Tea, 6.30 p.m. Banquet. May 22nd 9.45 a.m. Visit to the Art Galleries and Museum. 10.45 a.m. Conference. The Members of the Sussex Centre invite one and all to be their guests at Luncheon, on Thursday, May 22nd, to be followed by a motor drive over the Sussex Downs to Arundel, visiting the Castle, and to Tea, returning to Brighton through Worthing along the sea front. The programme for Tuesday and Thursday evenings, May 20th and 22nd will be announced later.

Unladen Weight of Vehicles and Licences.—Apropos of the paragraph which appeared under this heading in our January issue the solicitors who were requested by the Association to give an opinion on the ruling of the Ministry of Transport that a lift van, although only used occasionally, must be classified as an alternative body of the vehicle and included in the unladen weight thereof and taxed accordingly, consider that this view is erroneous. The member of the Association concerned in the issue has been legally advised and Police Court proceedings may be taken, in which case the Association will instruct counsel and if the Magistrates give a decision adverse to the member, the Association will support an appeal. In the interim, any member who may be asked to conform to the views of the Ministry should communicate at once with the Secretary who will see that such member's interests are fully protected.

Stourbridge Canal Bridges.—From further information available to the Association it is considered probable that the improvement of these bridges will soon be an accomplished fact.

Wages Maps. — Maps showing the various areas as agreed upon in regard to questions of wages and in which the International Association has concurred, will be purchased by the Association and sent to all members as soon as ready.

A New Rule. Advertising for Return Loads. — The Executive Committee has unanimously adopted the following New Rule: "That on and from March 21st, 1924, no Member of the Association shall advertise in or publish any announcement in the Public Press for return loads or publish any announcement of vans travelling to or returning from any specified place in the British Isles."

Removal and Warehousing Conditions.—The Association Solicitors have recently had occasion to consider the various conditions and they have suggested several slight amendments which the Committee have not yet had an opportunity to consider. In view of possible changes in the Conditions new Estimate and Acceptance Forms should not be ordered until actually wanted.

Trade Charges.—Owing to the dissatisfaction existing as to many of the Trade Charges at present made between Members and Members, the Secretary has been instructed to issue a Form with a covering letter to all Members, asking them to fill in the various Charges they suggest, and which, on return, will be examined by the Standing Sub-Committee with a view to drawing up a general Tariff to be used by all Members of the Association.

Depositories and the Workmen's Compensation Act.—The question has arisen whether depositories are affected by the Home Office Circular Letter of December, 1923, coupled with the specimen form, Notice of Accident and Claim for Compensation under the Factories and Workshops Acts. The Association has submitted the point to Solicitors and their opinion is that any depositories which fall within section 105 (2) (b) of the Factory and Workshop Act, 1901, are affected by the Workmen's Compensation Act, 1923. The depositories affected are those which are buildings exceeding 30 feet in height, and in which more than 20 persons (not being domestic servants) are employed for wages and they are brought within the Act owing to the very wide definition of "factory or workshop" contained in section 10 (6). If any of the provisions of the factory and Workshop Act apply to any premises then section 10 of the Workmen's Compensation Act affects such premises. Hence section 10 must be complied with in buildings within section 105 of the Factory Act, 1901, as also must section 28. Further, it appears to the Solicitors that section 29 of the Workmen's Compensation Act, 1923, affects such buildings, the words, "in every factory" being wide enough to cover buildings within section 105 of the Factory Act, and to this extent their previous opinion must be modified. They adhere to the opinion previously expressed that depositories (other than depositories which can fairly be described as "warehouses at docks") are not affected by the Factory Acts, and are not, therefore, touched by section 10 of the Workmen's Compensation Act, 1923.

Conditions for Removal of Pianos.—A legal case in which the member concerned received the full support of the Association has raised a very important matter. The member in question undertook to remove a piano but did not take the precaution of protecting himself by doing the work only under suitably signed conditions. The owner of the piano said the instrument was to be taken through the window but upon inspecting the window both the member and his foreman came to the conclusion that it was unsafe to use window tackle and that the staircase afforded the only means of egress. The owner's wife agreed to this course, yet the owner subsequently alleged that £25 damage had been done to the piano even before he had examined it or made a claim for that amount. It was held by the Judge that the contractor had made default inasmuch as he had not taken the piano through the window as instructed and that he had no signed conditions to protect him. The advisability of taking the piano through the window did not enter into the matter and he awarded £20 damages and costs.

The Association are precluded from going to the Court of Appeal as the amount awarded as damages is not sufficiently large, but Mr. Upton has conferred with legal advisers and it is considered that the only protection in such cases is for the contractor to have proper Conditions signed. and appropriate protective clauses entitled "Conditions upon which pianos and musical instruments are removed" have been drawn up by solicitors in consultation with Mr. Upton. These Conditions will be considered by the Committee and Members will find them printed in the January issue of the Official Journal of the Association and they are invited to forward their remarks upon same to the Secretary. Those of our readers in the Removal Industry who are interested, but are not yet members, would do well to communicate with Mr. T. Upton, Secretary, Furniture Warehousemen and Removers' Association, Ltd., 41 Russell Square, Bloomsbury, London, W.C.1.

Transport Extraordinary.

MIDDLESEX County Highways Committee reports that recently the County Council decided not to grant a wayleave to Mr. G. Bennie across the Harrow (main) Road for the purpose of constructing a bridge to carry an aerial railway, which it is proposed to erect between the London and North Western Railway at Stonebridge Park and the London and North Eastern Railway near the Wembley Exhibition, in view of the fact that the scheme appeared to constitute a "Railway" and that the promoters of the scheme had no statutory powers.

Further facts have since been furnished by Mr. Bennie which throw fresh light on the scheme. In the first place, it is understood that H.M. Patent Office have granted Letters Patent to Mr. Bennie designating the scheme as a "Controlled Airship." Further, the motive power of the car is the action of aerial propellers upon the air and not friction between the wheels and the rail.

The Committee understands that the Ministry of Transport not only raise no objection to the construction of the "Railplane," but also expresses the view that so far as it is concerned no statutory powers are required in connection with the scheme.

The promoters either own or have leased the land on each side of the Harrow Road where they desire to construct the bridge over the road, and the County Council's rights over the Harrow (main) Road will only be temporarily affected, if at all, to the extent of Mr. Bennie's preparatory work in connection with the construction of the bridge, as it is proposed to construct only a single-span bridge over the road, the uprights for which will be built on the promoters' land adjoining.

The Committee, therefore, considers that no objection can be offered to the proposal subject to the exercise of supervision and control of the works in connection with the erection of the bridge and its subsequent removal and consequential restoration, if required, of the roadway. The Committee considers, therefore, that Mr. Bennie should take up a licence, embodying the necessary conditions safeguarding the County Council's interests.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

RUBBER TYRES FOR ROAD LOCOMOTIVES.

To the Editor of THE WORLD'S CARRIERS.

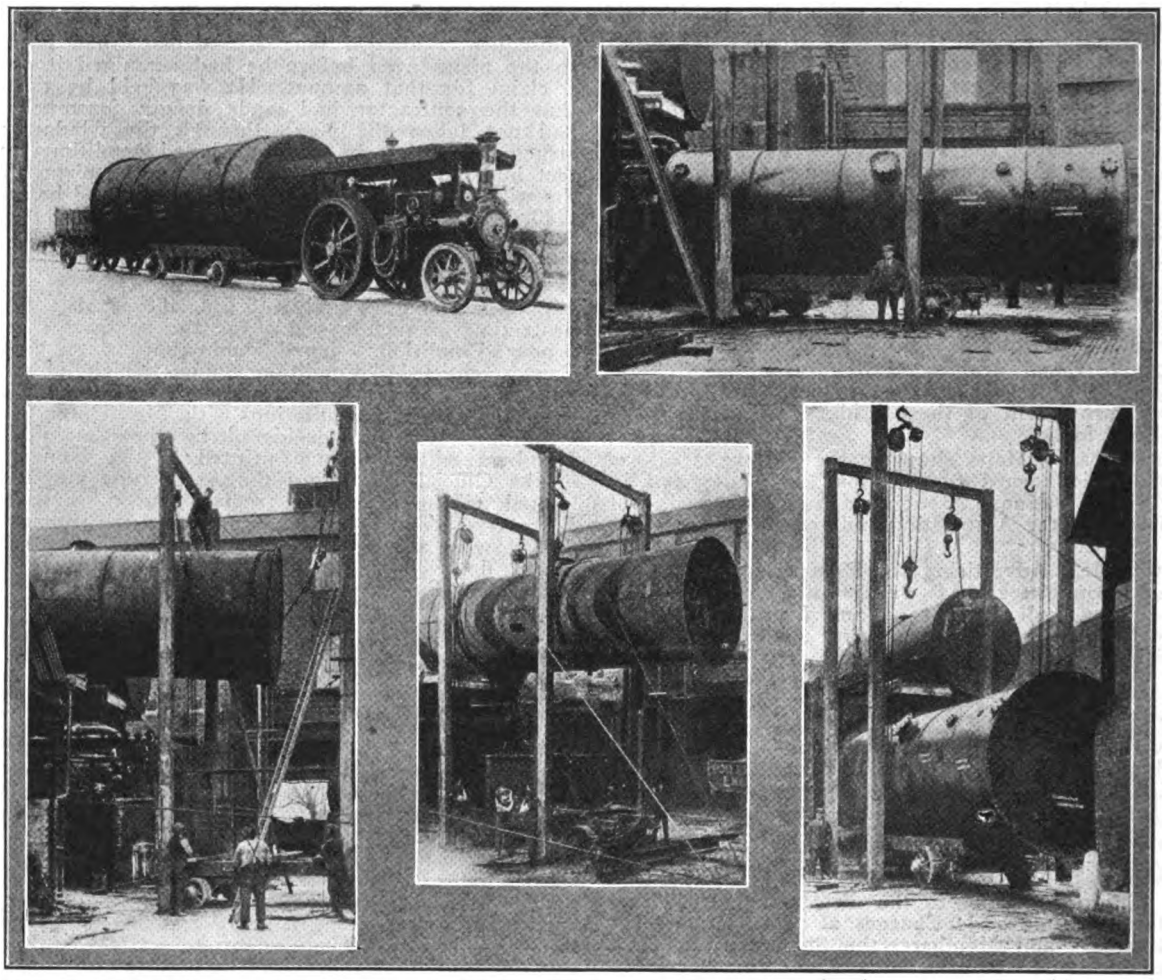
SIR,—With reference to your letter dated 1st inst., we now have pleasure in enclosing you a photograph of the Burrell road locomotive which we have recently fitted with rubber tyres. On making enquiries we understand that this is the first road locomotive in the London area, and the third in England, to be fitted with rubber tyres, the other two engines being the property of the well-known firm of heavy haulage contractors, Messrs. N. E. Box & Co., Ltd., Manchester. We might mention that Mr. Box is a business friend of ours, and it was on his recommendation that we fitted these rubber tyres, and it appears to us that this is a very good investment, in so much that since we have had these tyres fitted many hours have been saved on long journeys, further, in bad weather and whilst travelling over stone setts we had two men sanding the road so as to assist the engine in getting a grip upon the road, but since fitting rubber tyres we have been able to dispense with these two men and the vibration is lessened to such a degree that it is hard to express it.

This year we have been able to accomplish something that we have not been able to do since we have owned the engine, and that is to travel whilst the snow was on the ground. We were called upon to remove a crane from Wandsworth to Walton-on-Thames, and we are pleased to say that the engine carried out the work without a hitch, we feel sure that we could not have carried out this work had the engine not been shod with rubber tyres, and we have every reason to believe that in a very short while the tyres will more than pay for themselves.

We enclose you photographs of an entire job. One is of the engine hauling a tank to the site, and the other postcards are the various stages of the work being carried out in placing two tanks upon the roof at Messrs. Watney, Combe & Reid's Brewery, Mortlake. This work was carried out for and on behalf of Messrs. T. C. Jones & Co., the well-known steel merchants of Shepherds Bush.

Yours faithfully,
J. HICKEY & SONS,
A. HICKEY,
General Manager.

Sandicombe Road,
Richmond, Surrey.
30th January, 1924.



THE ABOVE PHOTOGRAPHS, OF A CONTRACT CARRIED OUT BY MESSRS. J. HICKEY & SONS, OF RICHMOND, SERVE TO SHOW SOME OF THE DIFFICULTIES WHICH HEAVY HAULAGE CONTRACTORS CONSTANTLY ENCOUNTER AND WHICH MAKE THE BUSINESS ONE REQUIRING SPECIAL KNOWLEDGE AND SKILL. THE BOILER IS SEEN EN ROUTE; READY FOR LIFTING TO POSITION; THE LIFTING IN PROGRESS; ONE BOILER IN POSITION AND A SECOND READY FOR LIFTING.

A MOTOR TAXATION SUGGESTION.

To the Editor of THE WORLD'S CARRIERS.

SIR,—I wish to put before your readers an alteration in the registration scheme that should have the support of everyone connected with motors, inasmuch as it would materially benefit both motorist and trade, and will not adversely affect anyone, even the government department responsible for the issue of the licences.

The alteration I wish to suggest is that the Ministry of Transport arrange to issue Road Licences for three and twelve months to run from date of issue similar to a railway season ticket or a driver's licence.

This proposition should have the support of the private owner, the retailer, the commercial vehicle owner, the manufacturer, and in fact all connected with motors whether car, motorcycle, van or char-a-banc, since it does not adversely affect any, and benefits all.

In the first three months of the year many owners do not renew their licences and thus use is lost to the owner, and business to the garage man. If a motorist could take a twelve month licence, say on February 20th, he would not only start using his car six weeks earlier, but would continue to do so during the period January 1st to February 20th the following year. The agent selling a new car would not have his sales period chopped up into so many sections, as it would be immaterial to the purchaser on what day or date he purchased and commenced to use the car.

Further, it would no longer be necessary to queue up for

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issue of licences early in January as now, since licences would be issued every day, and this should assist the authorities. Also it would no longer be necessary for a trader or any owner of several vehicles to pay a large amount of cash in one sum during the first fortnight in January, as in course of time annual renewals would fall on different dates for different vehicles.

I believe the Ministry will say they rely on the colour scheme to indicate to the police when a licence expires, and that they could not have 365 different colours. In reply, I would ask how many policemen know the colours, how many cars are queried whilst travelling, and how they distinguish the colour after dark. In any case this excuse by the Ministry will be very weak in comparison with the inestimable boon such licences will confer on the user and the trade, and I look for the support of everyone concerned, including all the clubs and associations, and am confident that if sufficient energy is put into the proposition the Ministry of Transport will agree to the suggestion.

Yours faithfully,
F. W. LANE.

South Eastern Garage,
Herne Hill, S.E.4.
10th December, 1923.

WARNING TO REMOVAL CONTRACTORS.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—A person, who is believed at one time to have been connected with the removal industry, has for some months past been obtaining money from various firms on the grounds that he was representing certain firms and was expecting goods to arrive, which he was to deliver to given addresses, but that as he had to go on to another town on special business, could not wait longer, and arranged with the firm he victimised to deliver and charge up the cost to his employers. He would leave particulars as to how they were to be disposed of, referring such firms to the one whom he purported to represent, for their charges.

It would appear that he has now transferred his activities to carriage proprietors and motor garage owners.

It has recently come to my knowledge that he has been in the Bolton and Blackburn districts, and given the name of a well-known firm in Halifax as the one by whom he is employed. He also makes a point that he has not received remittances that are on the way, and should have reached him for expenses, and succeeds in obtaining money from firms on this plea, saying his employers will refund the amount to them. In a number of cases he has given receipts for the money in the name of the purported employer.

I would suggest that you might think it desirable to put a warning in your next publication, so as to warn the various firms throughout the country against the operations of this young man.

Yours faithfully,
T. UPTON,
Secretary.

The Furniture, Warehousemen & Removers' Association, Ltd.,
41 Russell Square, Bloomsbury,
London, W.C.1.
19th January, 1924.

THE MOTOR WAY.

To the Editor of THE WORLD'S CARRIERS.

SIR,—In response to the general invitation to your readers to express their views on this subject, I beg permission for a little space hereon. I should, however, first like to congratulate you upon your article, which is the finest exposition of this matter I have yet witnessed. I fully expected something good from the WORLD'S CARRIERS, but you have exceeded my expectations!

However, being neither an engineer nor a financier, I can only discuss the matter from the aspect of a trader, and an humble road haulier, and mainly on the question of principle, with which so far as I understand the project, I am in entire agreement. To me, finance appears to be the crux of the matter, and if it be a financial possibility I fail to see how there can be two opinions about the rest. Naturally, the railway companies have commenced shedding crocodile tears, but this is no affair of theirs.

One of the most fatal mistakes of the railway companies is in trying to fit a square peg in a round hole, in other words, for nearly a hundred years they have been telling the public that if its service it wants, it must fit its trade and commerce to suit the requirements of the railway companies, whereas common sense demands the opposite. The companies say, if the public would only do this, that, or the other, instead of expecting *them* to conform to public necessities, well, they could give as good a service as they did a century ago. Such is their idea of progress. They almost expect the public to do the carrying for them. Unfortunately, I have not seen the proposals of Lord Montagu, but if I may say so, his Lordship is certainly on the right track in seeking to fit the roads for the traffic, and it is to be hoped the public will have the sense to see it, and pay no heed to the powers of reaction. The commercial public appreciates road transport, but I often wonder whether the general public (including the housewife) realises its indebtedness. But for road transport the common necessities of life would not to-day be what they are. Even though road transport does not figure as the primary carrier, it acts as a much needed incentive to the railway companies.

Road transport came about owing to the inadequate services of the railway companies, and it will develop for the same reason, as it is safe to assume that the railway companies do not believe in the old adage "Never too old to learn"; they drop the word "never." I consider it little less than amazing the accomplishments of road transport, but it remains to be seen what it really can do given decent roads, etc., and apparently that is the view of Lord Montagu, but may I utter a warning note. It has been suggested by one of your contemporaries that trunk roads would just about annihilate the railway companies, but that is ridiculous. The railway companies' iron roads with their steam engines and heavy loads will never be superseded for the bulk of the country's traffic unless, of course, they *entirely* fail in their duty. One could not conceive of a greater monstrosity. Even if they did, it would be entirely the fault of management, and not their iron roads, etc., etc. The latter, properly managed, would remain unchallenged.

It cannot be gainsaid that road transport has proved to be the commercial salvation of a great percentage of the public, and as such it is entitled to every possible encouragement. It has succeeded where the railway companies have failed, and yet one of your contemporaries which professes to represent all transport interests, considers it sacrilege to compete with the railway companies. It says that because the railway companies are represented in certain areas and spent stupendously in acquiring such positions, also that the State has practically guaranteed to make good any losses, it is wrong that better and more economical methods should be tolerated in the form of road transport. My idea is that the old order must give way to the new—it is the necessary corollary. If my competitor can give better service at less cost than I, then surely I must either improve or go under. That is what I term logic, but your contemporary considers I am "profoundly ignorant, not possessing a nodding acquaintance of these important subjects," and yet, before I attacked the railway companies it wrote "welcoming my letters and invited me to write as often as I wished, as the hospitality of its columns would always be open to me."

The railway companies say, don't compete with us, but instead give us *all* your traffic, and we will refund any possible surplus. I say "once bitten, twice shy," "and that the bird in the hand," etc. The audacity of the railway companies knows no bounds. I have yet to learn why they are entitled to any more, or even as much, consideration than any other industry encountering competition.

Sir, your article is right. The companies see a red light, and this is the best criterion that there is something in the Motorway. They are too pessimistic of themselves to face improved road transport facilities.

Yours faithfully,
WALTER GAMMONS,
Managing Director, WALTER GAMMONS, LTD.

65-66 Basinghall Street, E.C.2.
7th February, 1924.

Traffic Congestion.

THE Commissioner of Police of the metropolis has sent us a list and maps showing a few specimens of suggested alternative routes to relieve congestion at busy traffic centres. In order to relieve the congestion at Piccadilly Circus it is suggested that traffic from Charing Cross and the Victoria Embankment proceeding to Paddington Station, Bayswater, etc., might be induced to go by way of Pall Mall, St. James Street, Piccadilly, Berkeley Street, Berkeley Square, Mount Street, Carlos Place, Grosvenor Square, Upper Grosvenor Street, Park Lane, Marble Arch, Bayswater Road, Hyde Park Street, Hyde Park Square, Chester Place, Sussex Place, Devonport Street, London Street to Paddington Station. Private cars by way of The Mall, Constitution Hill, Hyde Park to Marble Arch and thence as above.

The recommendation deals with a dozen congested areas, and others are to follow.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

New President of the Liverpool Shipping and Forwarding Agents' Association. — Mr. David Jones, J.P., has been elected President of the Liverpool Shipping and Forwarding Agents' Association, in succession to Mr. Arthur Cook, who has retired from business. Mr. Jones is the Chairman of the Liverpool Board of Managing Directors of Messrs. Elder Dempster & Co., and for many years was associated with the late Sir Alfred Jones, K.C.M.G., the great Imperialist. He entered the service of Messrs. Elder Dempster & Co., as an apprentice, in 1881. A member of the Mersey Docks and Harbour Board, his interests are very widespread, but amongst his principal offices are: director of the British and African Steam Navigation Co.; Elder Line, Ltd.; Elder's Insurance Co., Ltd.; Atlantic Coaling Co., Ltd; Elder Dempster (Grand Canary), Ltd., and Elder Dempster (Teneriffe), Ltd. He is a Justice of the Peace for Liverpool, ex-chairman of the Liverpool Steamship Owners' Association, chairman of the West African Section of the Liverpool Chamber of Commerce, chairman of the Liverpool Branch of the Royal Colonial Institute, and a member of the Council of the University of North Wales. Mr. David Jones has rendered eminent service to Liverpool trade and commerce, and his rise to fame is simply a corollary to his aptitude and capacity for taking the "longview." The choice of Mr. D. Jones, to the Presidency of the Liverpool Shipping and Forwarding Agents' Association is a decidedly popular one, and a photograph of the new President is incorporated in the report of the annual dinner of the Association to be found in another part of this issue.

Transport Men at Dinner.—All employees of the Union Road Transport Company, Liverpool, last month entertained to dinner their own management and a number of guests representing the firms whose haulage and cartage is done by them.

Safety First Council.—Plans are now under way for the formation of a Merseyside Area Council of the National Safety First Association. It has been arranged that when the date has been fixed for the gathering, the Lord Mayor will preside and a large attendance of mayors, officials, transport experts, etc., representative of an area of thirty miles, is expected. The principal speaker will be Mr. H. E. Blain, chairman of the London "Safety First" Council.

Coming to Liverpool.—The Monroe Shipping Co., of Cardiff, which has for some time past had a branch office at 30 Brunswick Street, Liverpool, has decided to transfer the headquarters of its coasting steamship business from Cardiff to Liverpool.

Shipping and Forwarding Business.—There has been an improvement in the shipping and forwarding trades during the month, quite apart from the effects of the railway strike. Representative agents speaking of the prospects of the future, state that the current year holds good promise.

Effect of Rail Strike. — The railway strike caused great activity in the coastwise and road transport systems from Liverpool. Enormous quantities of goods were consigned coastwise, and still greater quantities were dispatched by road. Many trades set up emergency transport services, and in some cases motors worked journeys as far distant as London. Motor coach owners made the most of the opportunity of fulfilling the needs of passengers accustomed to travelling to and from business by train, but in this case, one or two firms had reason to complain of the lack of sympathy on the part of local authorities. For instance, Messrs. C. F. Rymer, on the first day of the strike, at considerable expense, put a number of passenger vehicles at the disposal of the public, connecting the outlying districts of West Kirby, Hoylake and Moreton, with the terminus of the Mersey Railway. On the first afternoon of their venture, the police intervened, and ordered them to "move on" on the ground that whilst the vehicles were covered by the Wallasey Corporation, the coach owner was not in order in picking up passengers within the County Borough of Birkenhead.

Dock Cartage and Warehousing.—The Dock Board has received a letter from the Liverpool Chamber of Commerce in regard to the delivery of goods from the dock quays after 3.30 in the afternoon. Traders have been endeavouring to avoid the overtime charge in connection with cartage and warehousing, if goods are loaded off after 3.30, and approached the various trade associations of the city. They were not able to do anything. Eventually the subject was referred to the Transport Committee of the Chamber of Commerce, who wrote: "Owing to the heavy charge for overtime, importers were compelled to cease carting from the quays at a time which would enable them to warehouse their goods without overtime being charged. Although endeavours had been made to get the hours of the carters and warehouse workers altered, such efforts had, so far, not met with any success. The importers had tried to remedy matters by utilising to a greater extent the board's railway facilities." Mr. Willmer, Chairman of the Traffic Committee, told the Dock Board that this meant a higher rate for the work done on the dock side for traders, and consequently it was one element in making this port dearer than it should be. He was of opinion that all the trade associations in the city and all the traders should have a conference and see if something could not be done in order that work might go on on the quays after 3.30 in the afternoon.

Liverpool C.M.U.A.—In connection with the new approved lock mechanism approved by the British Waterworks Association and the Motor Users' Association, for delivering water to steam wagons, up to December 31st, the Liverpool C.M.U.A., has sold no fewer than 14,000 tokens for use by drivers.

The Forwarding Agent's Value. — Mr. E. H. Eckes, Chairman of the Liverpool Shipping and Forwarding Agents' Association, contributed an article, reviewing the scope of the activities of the Association, to the Commercial Supplement of the *Liverpool Daily Post* last month. He wrote: "The Liverpool business community in general has little conception of the work and value of a forwarding agent, but the merchants and manufacturers of Manchester, Birmingham, Bradford, Sheffield, etc., know well his worth."

Demonstration.—A demonstration of interest to owners of steam wagons was given during the middle week in January, at Duchy Chambers, Sir Thomas Street, where the Waddington stoker is on view. This piece of apparatus, invented and patented by Mr. J. Waddington, of Manchester, consists of a metal box placed within easy reach of the driver into which the fuel falls from the bunker, which is on the roof of the cab. One pull of a lever measures off a specified quantity of fuel, sufficient to carry the wagon eight miles, and a second operation of the lever pours the fuel direct into the furnace. The bunker is so constructed that coal pours into the stoker even when the wagon is climbing a one in six gradient. It is claimed for this simple piece of mechanism that it effects a 12½ per cent. saving of fuel under present weather conditions, and saves 25 per cent. in summer months.

Port Charges.—A number of Liverpool business men have been giving expression to the point of view that the Mersey Docks and Harbour Board should reduce the dock and town dues, and that an effort should be made by the master porters, to still further reduce their rates. Cotton firms contend that the various warehousing companies in Liverpool should reduce the present high rates, and that warehouses should be provided, absolutely suitable for the storage of cotton. Following upon this, Messrs. R. W. Stewart and Co., decided as a small contribution towards lowering the charges of the board, to reduce their rent rates on cotton, by ten per cent. They also offer the advantage that goods stored in their warehouse can be transferred direct to barges for the Manchester district, thus avoiding the cost of the second cartage.

Rail Transport at Docks.—The Health Committee recommended to the Liverpool City Council that as an experiment for six months the Dock Board be allowed to increase the number of wagons on trains using the dock lines from 18 to 30, day or night, except on the length between James Street and Chapel Street. Mr. Roberts and other members opposed the proposal in Council as unfair to the haulage firms and as likely to interfere with other traffic. The chairman of the Health Committee stated that the general manager of the Dock Board had informed the Health Committee that he considered that the working of the dock lines of railway should be very much reduced, that he was trying to reduce the cost of haulage on the lines from 9d. to 7d. per ton, and that the only way that could be done was to allow up to 30 wagons per train. The trade of the port, added the general manager, was increasing considerably and with additional transit the Board would be able to provide additional berths and give more work. The Board was receiving special traffic through from London, which they had never had before. He considered that there would be no more obstruction to the dock entrances than if they had to double the number of engines and trains, instead of allowing longer trains. The recommendation of the Health Committee was approved.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's-Eye View.—During January trade improved slightly and generally there are hopes of continued improvement in the present year.

Mancnester Corporation Bill.—The Bill lodged by the Manchester Corporation is now available and for the benefit of our readers, the following are extracts which have particular reference to owners of transport vehicles:

Tramways and Trolley Vehicles. 45. (1). So much of Section 44 (Special provision as to bye-laws) of the Manchester Corporation Tramways Act, 1900, as required bye-laws to be made defining the extent of the user by the Corporation of the tramways authorised by that Act in Portland Street, Peter Street and John Dalton Street is hereby repealed and the bye-law made by the Corporation defining the extent of user of those tramways is hereby annulled.

(2) For the purposes of the bye-law made by the Corporation under the Tramways Act, 1870, prescribing the distances at which carriages using the tramways shall be allowed to follow one after the other the tramways mentioned in sub-section (1) of this section shall be deemed not to be in the central area defined in those bye-laws.

Miscellaneous. 74. The provisions of the Town Police Clauses Act, 1847, and of section 5 of the Town Police Clauses Act, 1889, and the bye-laws of the Corporation for the time being in force with respect to hackney carriages shall apply to every motor vehicle kept or used for hire within the city and to the driver thereof:

Provided that—

(1) This section shall not apply to any motor vehicle which is kept and used solely for the purpose of carrying goods or merchandise only or of being let on hire by the hour or day or for longer periods of time;

(2) This section shall not apply to any vehicle belonging to or used by any railway company for the purpose of carrying passengers and their luggage to or from any of their railway stations or to the drivers or conductors of such vehicles;

(3) Nothing in this section shall empower the Corporation to fix the site of the stand or starting place of any hackney carriage or other vehicle in any station or yard of any railway company without the consent of that company.

75. The purposes for which the Corporation may make bye-laws under section 68 (Bye-laws for regulating hackney carriages) of the Town Police Clauses Act, 1847, shall include the following:

For requiring that the proprietor of any hackney carriage licensed by the Corporation shall effect and keep on foot an insurance with a responsible insurance company against any liability that may be incurred by such proprietor or the driver of the hackney carriage in respect of any injury or damage occasioned by such hackney carriage to any person or property.

76. When a tramway car is stationary at any point authorised as a stopping place which is indicated by a notice or sign in the thoroughfare for the taking up or setting down of passengers every driver of a vehicle who intends to pass on the left or near side of such tramway car shall draw up immediately before arriving at such stopping place until the roadway is clear of passengers entering or leaving the car.

The whole matter is well in hand by the Manchester Committee of Road Users and a meeting of the Traffic Advisory Committee was held on the 16th January for discussion of the Clauses. On the evening of the 16th January the Public Meeting for approval of the Bill was held in the Town Hall and Clause 45 was the subject of considerable discussion between representatives of Road Users who were present and supporters of the Tramways Committee's desire to make full use of Portland Street and Peters Street for a double line service of trams. An amendment to delete this Clause from the Bill was eventually put to the vote and carried by an overwhelming majority. Clause 76 which provides for the stoppage of vehicles whenever a tramcar is stationary at a stopping place was also the subject of some discussion and an amendment was proposed by the Road Users but upon undertakings being given by the Lord Mayor and the Chairman of the Tramways Committee to the effect that the proposals dealt with by the Traffic Advisory Committee would be acted upon by the Corporation, it was agreed to withdraw the amendment and the Clause was carried. Another Clause in the Bill dealing with increase of market rents was also rejected by the Public Meeting. A Special Meeting of the City Council was held on 23rd January, when the Clauses rejected by the Public Meeting were again discussed and it was eventually decided to take a Poll of the Electors on the question of retaining in the Corporation Bill the two Clauses which were rejected by the Public Meeting.

An Interesting Claim Against a Manchester Clearing House.—Before Mr. Commissioner Radcliffe, K.C., at the Manchester Assizes, on 17th December, there was heard an action by which Messrs. T. Paulding, Ltd. sued The Talbot Clearing House. The plaintiffs, who are chemical merchants, sought to recover £260 damages from the defendants, who are haulage contractors, for breach of contract and negligence. Mr. Atkinson, K.C., and Mr. Burgis were counsel for the plaintiffs, and Mr. Lustgarten for the defendants, who made a counter-claim for £33. It appeared that in November of last year the plaintiffs employed the defendants to convey from a London wharf to Manchester 35 drums of carbon bisulphide. They in turn employed sub-contractors. The plaintiffs, in communications to the defendants, stated that the goods to be conveyed, while of a dangerous nature, were quite safe if carefully handled; it was important that the drums should be securely fastened, and no drums should be accepted which showed any signs of leakage. It was shown that when the goods were loaded up on January 2nd there were in fact two drums which were leaking. On the next day the motor-wagon, petrol driven, had reached Cannock, and while it was standing the whole wagon, with its load, was destroyed by fire owing to the leakage from the two drums. The plaintiffs accordingly claimed for the loss, alleging that the defendants had failed to carry out their instructions. On the part of the defendants it was urged that they were not liable, as the goods were sent at the risk of the plaintiffs, that the arrangement with the plaintiffs (which they denied), was that they should insure against loss by fire, and that the drums containing the carbon bi-sulphide were not suitable for the purpose. It was brought out in evidence that the defendants had given to the sub-contractors the same warning that had been given to them as to the need for securely fastening the drums, and as to not accepting leaking drums. Judgment was given for the plaintiffs for £227, or, less the counter-claim, with costs, and the costs of the counter-claim to a given date.

Manchester Haulage Contractor's Government Compensation.—Mr. George Clancy who is well-known in Manchester as a haulage contractor and was one of the Irish Deportees has been informed that the Tribunal which inquired into his claim for compensation has awarded him £1,300. The amount for which he asked was £2,000. At the time Mr. Clancy was deported considerable surprise was expressed in trade circles and it is a source of satisfaction to know that the Government have made amends for an unfortunate mistake.

Manchester Street Accidents. — In the Chief Constable's report for the year 1923 there are 48 fatal and 1,386 non-fatal accidents in the streets of Manchester, an increase of 81 accidents over the year 1922.

Chase by a Carter.—The story of a carter's successful chase in Piccadilly after missing a "truss" of cotton goods from his lorry, was told at the Manchester City Police Court, on 24th January, when Arthur Butterworth (38), of Devonshire Street, Ardwick, Manchester, was committed to the Sessions on a charge of stealing cotton goods to the value of £25 10/-. It was stated that a carter in the employ of the L. M. & S. Railway Company, left his lorry, which was laden with several bales of cotton, in a street at the rear of Piccadilly while he went to collect some parcels from a nearby warehouse. On returning he missed a bale, and on making enquiries a youth, employed in the vicinity, pointed to prisoner, who was standing on the corner, coolly smoking a cigarette, and said he had seen him roll the bale off the lorry and across the street into a warehouse. Prisoner ran away, and the carter gave chase, and finally succeeded in catching him in Hope Street. The bale of cotton goods was found hidden under a sack in the warehouse pointed out by the youth. When prisoner was charged he said he knew nothing about the bale, and that he was only running to catch a train at London Road Station. Manchester carriers have been sufferers from thefts such as this for a long time and it is gratifying to know that in this case the alleged thief was caught.

Manchester Tramways Development.—The Manchester Tramways Committee have decided to lay new tramway lines along Cambridge Street and Higher Cambridge Street which will enable tramcars to be diverted along this route from Oxford Street which at the present time is congested. It is also intended to erect a garage for the accommodation of 50 motor buses at Parrs Wood.

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North East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Haulage Matters.—Generally speaking road transport has been fairly well employed over the past few weeks, apart from the strike period, but whether a very considerable volume of the business done, in some directions, has been accomplished at a profit, is very much doubted by more than one of the more prominent hauliers of the district, in view of the recent cuts in railway company rates. There has certainly been keen competition, and the road has secured a good margin of the traffic available.

Road Transport and the Strike.—During the railway strike road transport came very much into its own, for exceptional loads were offered on all hands, but whether this could be considered a real asset or otherwise is a debatable point, for it is just as bad for the road as the railways to have an exceptional rush of this sort, and to feel the slump which inevitably follows the termination of such temporary dislocations of one of the country's main traffic systems. During the stoppage there can be little doubt but that motors saved the situation, and prevented what would otherwise have amounted to practically stagnation of most of the industries. On the passenger side, so far as the North was concerned, the United Automobile Services, Limited, and the Northern General Transport Co., Ltd., together with lesser passenger undertakings augmented their services over existing routes, and opened up new routes to meet the demands of workers, and so prevented loss of time at the local works; whilst on the goods side motors ensured an adequate supply of essential foodstuffs to all parts of the area, and in addition there was a vast increase in the number of long-distance loads from various parts of the country to Tyneside, one of the most novel being the transport of meat from Liverpool, in specially insulated van-bodies. Similarly, for the first time, to any extent, fish was taken direct by road from the Hartlepool quayside, instead of being entrained as hitherto. Whilst, admittedly most of the traffic returned to the railroads on the conclusion of the dispute, the strike nevertheless had one advantage, in that it demonstrated the mobility of the road vehicle.

An Ambition Attained.—The large furniture removal and drapery firm, Messrs. H. Binns, Son and Co., Ltd., of Fawcett Street, Sunderland, have achieved, during the past year, an ambition for which they have been striving for a number of years, namely, to top the million pounds mark per annum. This, of course, includes all branches of the firm's activities, and having succeeded in their object, they are now concentrating all forces upon reaching a two-million turn-over at a none too-distant date.

Furnishing Trade Dinner. — Removers and furniture traders were present in large numbers at the annual dinner of the North-East Furnishing Employers' Federation, held at Messrs. Tilley's, Newcastle. Mr. F. Storry, of Middlesbrough, President, occupied the chair, and was supported by Mr. M. G. McCall, and Mr. A. Coutts, Vice-Presidents; Mr. Norman H. Chapman, Mr. L. C. Robson and Mr. Sutherland, Newcastle; Mr. A. J. Robson, South Shields, Mr. P. B. Pegler, South Shields; Mr. H. R. Punch, Middlesbrough; Mr. L. Samuels, Sunderland; Mr. Edmund Lees (Secretary), Newcastle; Mr. John Robson, Newcastle; Mr. G. W. Wood. North Shields; Mr. E. Robson, Sunderland; Mr. J. E. Harker, Mr. R. Laverick; Mr. R. J. Morpeth, Mr. E. W. Ditchburn, Sunderland; Mr. Wm. Thompson (Chairman and Secretary of the Northumberland and Durham Furnishing Employers' Joint Committee), and many other notable members of the industry. After the Lord Mayor of Newcastle, Councillor S. Easten, had responded to the toast "Northern Municipalities," Mr. Wm. Shields, toasted the "Federation" and said, looking back on the days when there were no amalgamations, he could say that the Federation had been a very great benefit to them all, and in his response the chairman said in all their dealings they always believed in giving the men a fair day's pay for a fair day's work. Touching upon future policy of the Federation, he said they hoped to get the South Yorkshire traders in, and whilst they now represented the ground between the Tees and Tweed, they hoped ultimately to cover that bounded by the Humber and the Tweed. They were doing all they could to uplift their trade.

New Buses for Stockton.—Important developments are foreshadowed at Stockton, where the Corporation have decided upon the purchase of four new Leyland one-man omnibuses, at a cost not to exceed £1,112 15s. each. The authority, with a view to meeting the ever present demand for reductions in fares, are to give consideration to the use of double-decker buses so soon as further additions to the fleet are contemplated.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—Trade in the Midlands during the past month has shown distinct signs of improvement; in the early part of the month fresh business was somewhat slow but latterly it picked up and but for the railway strike there is no doubt there would have been even more about. There is still insufficient work for haulage contractors to enable them to raise their prices however, and a great deal of price-cutting is still prevalent, particularly on the part of haulage contractors coming into the Midlands with loads and seeking loads for the return journey north or south. The railway strike, of course, gave a fillip to the road transport industry but many owners were unprepared to meet the demand for road vehicles, having no licences.

Limited Trade Licence and a Load.—An interesting case was heard in the Tunstall Court recently, when the driver of a steam wagon was summoned for using a vehicle on the road under a limited trade licence and carrying a load other than that necessary for the purpose of testing the vehicle. Evidence was given to the effect that the steam lorry was carrying a roadless track. The defence was that the track was a part of the vehicle, and came in the same category as a Stepney wheel. It was admitted that it was being carried on the vehicle for delivery elsewhere and was not running on the road. The prosecution pointed out that as a roadless track was a new invention with which experiments were being made, it would have been better if the Ministry of Transport had been consulted. The question was raised to a fine point and it is interesting to know that the case was adjourned.

Weighbridge for Motor Lorries.—The advent of the six-wheeled motor vehicle has caused the Birmingham Markets and Fairs Committee to consider the question of installing a weighbridge capable of dealing with these vehicles. The Committee report they have had under consideration the desirability of converting the existing 20-ton public weighbridge into a combination machine by putting down an additional weighbridge close to and in a line with the existing one. The present weighbridge has a platform 16 feet by 18 feet; by putting down the additional machine, there would be two platforms each 16 feet long, linked up to the same steelyard in such a manner that the machines might be used separately or together. With a space of one and a half feet between them, a total stretch of 33½ feet will be provided, which will be more than adequate for the maximum wheel base of the majority of six-wheelers in use, which averages 28 feet. This proposal is interesting and doubtless the example set by the Birmingham Corporation will be followed by other Corporations in due course. It may be mentioned that for the year ending 31st of March last the fees taken by the existing weighbridge amounted to over one hundred and nineteen pounds.

Bridge Improvements in Derbyshire.—The Derbyshire County Council recently approved proposals for the improvement of bridges in the County which will involve expenditure of nearly £82,000; these included the reconstruction of Lock Hill Bridge, Killamarsh, the widening or reconstruction of Monks Bridge between Derby and Burton-on-Trent, the widening of Rowlsey Bridge and the construction of a new bridge at Baslow. All Midland Road users will be glad to hear that Monks Bridge with its hump back, narrow roadway and dangerous turns, is to be reconstructed, for at present it is without doubt one of the most dangerous main road bridges in the country.

Unlighted Obstruction on a Road.—The Surveyor to the Feckenham Rural District Council was recently summoned at Redditch for an alleged offence under Section 72 of the Highways Act of 1835, by allowing planks and straw to be placed in High Street, Feckenham. Evidence was given that under instructions given by Mr. Vawser, the Surveyor, planks covered with straw were used to cover a subsidence in the highway. The obstruction was dangerous inasmuch as at night no lamps were lighted and no warning was given. The defence was that the surveyor was acting within his rights in placing the material upon the highway for the purpose of effecting a repair and it was pointed out that the Feckenham Rural District Council had not adopted the Town Improvement Clauses Act and they were not liable to light any obstruction or to have a man in attendance. The prosecution argued that the surveyor could not be above the law. It was clear an obstruction had been caused which was dangerous and against the Section of the Act. After a lengthy hearing the Bench decided to dismiss the case though on being questioned they intimated they would be prepared to state a case.

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Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Railway Strike Effects.—"'Tis an ill wind that blows nobody any good," and the railway strike brought grist to the haulage man's mill while it lasted, and brought welcome trade to the road transport industry at a time when that trade is needed. Although the West Riding railways maintained a fair service throughout the strike transport in that direction was uncertain and road vehicles were called out in large numbers, particularly in the case of coal haulage. The transport of films also brought together a large fleet of light vehicles as centres as far away as Grimsby were dependent upon Leeds for the exchange of films. How much trade done during the railway strike will be of any permanent benefit to the road transport industry is another matter, but this is a question which should have the attention of the haulier. The strike brought into touch with the industry many branches of trade which do not readily come the way of the haulier in ordinary times, and there were many unusual loads on the roads. In times when every lorry is wanted it is natural that at the very least "cut" rates should go, and, naturally, business men are prepared to pay more for the use of motors. When the emergency is over, however, and the business man gets the bills for his work he begins to compare the cost of road transport and railway charges, and the road transport charges, made in these times of crises, are shown at a disadvantage. It behoves road transport men who are out to get new business to point out that the making of special arrangements and the running of special journeys when the times are out of joint deserves special remuneration and that regular work, which can be arranged before-hand, can be done much more cheaply.

The Accuracy of Petrol Pumps.—Some consternation has been caused in motoring circles in the West Riding by the announcement that the West Riding County Council was appealing to the Board of Trade urging legislation to make all measuring instruments subject to verification, stamping and penalties as in the case of weighing instruments. This was being done in consequence of an inspection of the petrol pumps in the County Council's area revealing the fact that out of 177 pumps 44 were found to be incorrect and to give short measure. The County inspectors of weights and measures have been given instruction that such pumps should not be stamped by them. It appears consequently, that the public will have no safeguard except the word of the makers of the pumps that correct measure is given from petrol pumps. This is undoubtedly an unsatisfactory state of affairs, both from the point of view of the petrol supply companies and the petrol purchaser and motor user.

Licence Revenue Increased.—Motor licence payments, and commercial vehicle licences in particular, show a considerable increase in the West Riding generally. In the West Riding County Council area the commercial vehicle licences issued for the full year numbered 4,292, while the quarterly licences numbered 3,618, as compared with 3,837 and 2,701 in the previous year. Taxicab licences numbered 4,633, as compared with 4,047, and the total yield of all licences was £384,000, as compared with £335,043 in the previous year. It is interesting to note that the traffic census in the West Riding shows that at most of the points where the census was taken the average weight of traffic is well up to the average of other parts of the country. The road upon which the heaviest tonnage was recorded, in the County division and excluding the cities, shows a return as high as those on the outskirts of London.

The Renewal of Bridges.—There are prospects of a decision being arrived at shortly in the matter of the erection of bridges over certain canals in the West Riding to meet the demands of the transport interests led by the Commercial Motor Users' Association who contended that certain districts were isolated because the bridges now in existence were not strong enough to carry present-day traffic. The bridges in question were those maintained by the canal companies, and the companies contended that they were under no obligation except to maintain the bridges to support the traffic which was in existence when the bridges were built. A big enquiry was held concerning the general principle set out by the canal companies, and as a result, the amounts which the Ministry of Transport, the County Council and the two navigation companies concerned will contribute have been fixed and the only matter to be decided upon now is the type of bridge which shall be adopted.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Swansea Council and Vehicle Hiring.—At a meeting of the Swansea Watch Committee it was reported that the Hackney Carriages Sub-Committee had drafted several scales of charges and submitted them to taxi-owners who, however, could not agree to the application of any of them. Mr. David Matthews, chairman, suggested that the Sub-Committee and motor vehicle Hirers should meet to agree upon a scale. The difficulty was not so much of arriving at a scale for application to ordinary vehicles hired from stands as that arising from "the extraordinary and unprecedented" powers of control devolved under the Corporation's Act, of 1920, on the Council. Parliament had granted powers to Swansea that were refused to every other local authority in the country. This enabled vehicles hired from garages to be brought under the bye-laws pertaining to hackney carriages. Vehicles of extra good quality and of luxurious fittings were now hired out from garages at an extra rate to the hackney stand vehicles but if the extraordinary powers of bye-law were enforced this would not be possible. Difficulty was to be anticipated in this respect. In view of the fact that a Government Department had expressed the view that Parliamentary Committees had not meant to give these unique powers to the Swansea authority, and that the empowering clauses had slipped through accidentally it would be well for the section of the hiring trade affected to be consulted with a view to agreeing upon a scale. The chairman's recommendation was approved and a meeting, as suggested, between the committee and hirers is to be convened.

Co-operative Buying.—The Executive of the newly-formed South Wales Bus Owners' Association (details of the new organisation were given in our last issue) is busy framing a scheme for co-operative buying and use of fleet equipment for members. The Association's activities have commenced successfully, for representations have been made to local authorities on behalf of bus owners, with success. The Association will serve a great need if it is able to ensure the presentation of the bus owners view point in applications made for licences to councils.

Road Transport in the Strike Period.—The demand upon mechanical and horse transport in South Wales was on a great scale during the period of the locomotive men's strike but in all cases public demand was met to the general satisfaction of users. Cardiff clearing houses and vehicle exchanges report that demand for road steamers was heavy for conveying oils, greases, etc., to colliery yards from warehouses, whilst a good quantity of flour was transported by road steamer from Cardiff to Swansea and the West Wales districts. Heavy lorries were in demand for general haulage and transportation of foods and fruits from the ports to the mining areas, whilst light motor vans and horse transport catered for local deliveries. The West Wales milk supply to the industrial areas was mainly by road. A feature of the South Wales trade in the strike period was the large use made by the Great Western Railway Company of mechanical road transport for delivery of goods to the west and north of Swansea. Bus owners on all hands report a good trade necessitating the reversion from winter to summer services and the institution of special services and the breaking of new ground.

Road Transport Association.—The annual meeting of the Cardiff and District Motor Haulage and Road Transport Association will be held late in February. The revision of drivers' wages due under the last local agreement has again been postponed, the employers assenting to this in view of the state of trade. Trade is reported to be fairly good for the time of the year.

Season Tickets for Buses.—The South Wales Transport Company, Swansea, is about to institute a system under which season tickets; weekly, monthly, quarterly, half-yearly and yearly will be available for its buses at greatly reduced rates. These rates, according to the Company's communication to the Llanelly Council, will represent a big concession to the public. The Company's representative recently attended a meeting of the Council's Transport Committee and in reply to a suggestion that ordinary scale of charges on certain routes should be reduced pointed out that the roads were in a bad state entailing more heavy running costs than might otherwise be necessary. In addition, the wages of employees represented a large percentage of working costs and these, based on the cost of living index figures had shown no appreciable drop in the past twelve months. For these reasons the Company was unable to make the suggested reductions.

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Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Nottingham Bridge over the River Trent.—For a very long time a difference of opinion has been expressed by the public with regard to the desirability or otherwise of building a further bridge over the River Trent to cope with the increased traffic. It is a pleasure to record that the matter is now definitely settled by widening the present Trent Bridge to 80 feet between the parapets, at a cost of £130,000. The Ministry of Transport will contribute 60 per cent. and a condition of the contract is that all the steel work must be of English manufacture. The tender of the Cleveland Bridge & Engineering Co., Darlington, for the major portion of the work has been accepted.

Nottingham Corporation and Private Bus Enterprise.—In opposition to private enterprise, which is represented mainly by Messrs. Barton Bros., of Beeston, and the Trent Motor Traction Co., the Nottingham Corporation has recently established bus services connecting the city on the one side with Beeston, and on the other with Hucknall Torkard, the latter one of the oldest centres of colliery enterprise in that part of the Midlands. Mr. A. R. Atkey declared at the last meeting of the City Chamber of Commerce that the process of opposition was costing the ratepayers very dearly, continuous loss having attended the municipal venture since its inception. They could not, he thought, but admire the energy with which Messrs. Barton had started their motor bus enterprise and developed it. The Corporation, having taken over the rights of the Notts and Derbyshire Power Company, had acquired the authority to run a bus service with the ratepayers' money between Nottingham and Beeston. It was a right which they did not exercise until it was upon the point of expiring. It was not the first time that the possession of a right by the Corporation had cost the ratepayers very dearly. Mr. Atkey contended that it was not the proper function of the municipal authorities to invest the ratepayers' money in transporting people from Nottingham to Beeston and to crush out private enterprise. It was fair neither to the ratepayer nor to private enterprise. The Corporation could have preserved their right by running a bus a day.

Nottingham Chamber of Commerce Haulage Contractors' Section.—A general meeting of the members of the Haulage Section, presided over by Mr. J. V. Dakin, approved the Committee's recommendations with regard to the insurance of the Haulage Contractors' liability on goods in transit. By arrangement with the Chamber's Insurance Company each member pays an additional premium on the amount of earnings which appears to be a very satisfactory way of dealing with this particular risk. A letter was read from the National Road Transport Employers' Federation agreeing to membership, and Mr. L. Alderman, of Messrs. Pickfords Limited, has been appointed delegate, to represent the Haulage Contractors' Section on the National Council. The railway strike generally assisted the road transport contractors to improve their position, and Nottingham having a regular daily service to London, Manchester, Birmingham, Liverpool, etc., simply took on the vast additional traffic by road with every confidence and met with entire success. The organisation of the Transport Department with the assistance and help of the haulage contractors generally, has definitely decided those traders (who were perhaps a little doubtful previously) that the transit of goods by road is a commercial proposition working for mutual benefit at all times, and it is strongly felt that a large proportion of new business will be retained.

Nottingham and District Master Carters' Association.—Contractors generally are finding a fair amount of work for their horses. Corporation contracts at 2/4 per hour for horse, man and cart is the present price, but an application has been made for a reduction. This will be a difficult matter to decide in view of the demands for an increase in wages to carters. The non-trading side of the Corporation have just recently granted a 3/- advance to their men which apparently has caused disagreement with outside contractors' staffs.

Furniture Warehousemen and Removers' Association.—A meeting will shortly take place to fix up rates for local removal work. This is very desirable in view of the fact that no settled prices are in force.

North Midland Road Transport Board.—A meeting of both sections of the Joint Board was held on February 4th, at "The Flying Horse Hotel." Captain Davenport was unanimously elected to the Chair for the ensuing year. A vote of thanks was passed to Mr. G. H. P. Dalgleish for the efficient way he had conducted the chairman's duties for the last year in office. In view of the increased cost of living an application was made from the Employees section for an increase in wages of 5/- per week for all grades of adults, and half this for youths in the Transport Industry of the North Midland Area. The matter was fully debated and eventually it was agreed that employers' delegates be requested to place the application before the members of their various Associations, and report to a joint board meeting to be fixed not later than a month hence.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

The Railway Strike.—The motor bus proprietors naturally benefited from the railway strike. One estimate is that it increased their takings to the extent of 20 per cent., and the Newington Motor Bus Company are proud of the fact that they carried His Majesty's mails between Hull and Beverley.

Level Crossings Handicap.—A proposal in which all interested in any kind of carrying traffic in the port are deeply concerned has been revised. It is one to abolish the existing level crossings which have a stranglehold on all the roads in the city. A census taken by the Tramways Committee shows that during the busy hours of the day the railway gates hold up the road traffic for 30 per cent. of the time. This not only dislocates the tramway service, but imposes equally serious delays on all other classes of traffic. The total cost of substituting high levels for the existing low levels of the railway and thus doing away with the nuisance is estimated at more than a million pounds, and it is suggested that it should be borne by the Hull Corporation, the London and North Eastern Railway Company, and the Government. Tentative negotiations have already taken place between the two former bodies and they are to be continued. Councillor Willoughby, the chairman of the Tramways Committee, has suggested that the profits of that undertaking should be earmarked for the payment of the Corporation's share of the sinking fund and interest contributions. According to estimates just got out the profits on the trams during the year ending March 1st, will be £56,000. The Council, as a body, has not yet had an opportunity of expressing its views on the matter.

Asphalt Roads.—In view of the continued destruction which has taken place on main roads and motor bus routes during the recent abnormal weather, the Hull City Engineer has put forward a much-extended programme for asphalt paving.

Furniture Removers.—The furniture removers report brisk business, and this, probably, is the reason why the promised meeting of the Association has not yet been held. Members of the trade did their part during the railway strike and materially assisted in enabling the business of the port to be carried on.

U.S.A. View of Weight Restriction.

ECONOMY of transportation should be the underlying thought whenever vehicle weight regulations are under consideration. Such was the opinion of Mr. Thomas H. MacDonald, Chief of the U.S. Bureau of Public Roads, when making a speech on this subject recently. He went on to say that over restrictive regulations should not be established. Roads ought to be built strong enough to hold up under just as heavy a load as ought to be moved from the standpoint of economy, and no heavier.

Asked what weight limitations were recommended for motor lorries, Mr. MacDonald replied that there is no reason for limiting the maximum weight of lorries below 12½ tons save under seasonal conditions. Continuing, he said: "Maximum weight, however, is not so much the consideration: One requirement will neither make nor break the regulations nor assist the roads gently. It is not a question of total weight that is moved. It is a question of how much weight is concentrated upon one wheel so far as its effect on the road structure is concerned. Given a plastic surface, it is a question of how much weight is concentrated per inch width of tyre. So that if the wheel load is regulated to a maximum that is not too heavy for the road to bear structurally, and then limit the pressure per inch width of tyre, the purpose has been accomplished without necessarily fixing the maximum load to be moved at all."

It was also pointed out that after all it is not so much the commercial size of the lorry load which is causing trouble as it is a tendency on the part of the operator to overload. Again, speed and minimum tyre thickness were important factors to be considered.

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Law Cases.

CLAIM FOR BARGE HIRE.

IN the Mayor's and City of London Court, before the Common Serjeant, Sir H. F. Dickens, K.C., a claim was made by J. C. Higgs & Sons, lightermen and barge owners, 48 Plough road, Rotherhithe, against Bergenske (London), Ltd., shipbrokers, 33 St. Mary Axe, E.C., for £78 2s., balance of £136 4s. 5d., for hire of barges, *King Edward* and *London*, at £4 a day. Mr. J. G. Trapnell was counsel for the plaintiffs and Lord Erleigh represented the defendants. Mr. Trapnell said that the hire of barges in question occurred just after the lightermen's strike which started in July and finished in August. The plaintiff arranged with Mr. Gloynes, of the defendant company, to have his barges alongside the *s.s. Corvus* to take certain timber. It was important for the defendants to have the barges alongside at once otherwise there would have to be demurrage paid if the steamer was delayed. Plaintiff quoted £5 per day for the hire of his barges treating them as Captains entry craft. Subsequently the price was reduced to £4 per day. The timber was unloaded from the *s.s. Corvus* into the *King Edward* and *London* and taken to the Acme Flooring Co., of Barking Creek. Plaintiffs sent in their account for the work done and expenses amounting to £136 4s. 5d., upon which correspondence ensued between plaintiffs, defendants, and the Acme Flooring Co. Defendants denied there had been any special bargain to pay a sum of £4 per day for hire of the barges, the Acme Flooring Company stating they were willing to pay what were reasonable charges. The charge for taking the barges from the Surrey Commercial Docks, where the timber was unloaded from the *s.s. Corvus* into plaintiffs' barges, to the Acme Flooring Co., at Barking, was £13 12s. which sum was not included in the £4 a day charge. An action had been started in the High Court and under Order XVI proceedings defendants filed an affidavit which was to be treated as a defence in which they stated there was no special contract for the hire of barges and that they were willing to pay what was a reasonable price. Defendants suggested as a reasonable figure 12s. per standard upon 55 standard for six days' hire and 25s. demurrage over the six days. Plaintiffs contended that 20s. per standard would be the proper price, and not 12s. per standard. In the former proceedings the defendants had paid £33 calculated upon 55 standard of timber at 12s. per standard. The plaintiff in his evidence said the carrying capacity of the *King Edward* was 160 tons, and the *London* 115 to 120 tons. In stowing timber they calculated 2½ tons to the standard. He had informed the defendants shipping clerk, Gloynes, what the charge for the hire of barges would be and had been agreed at £4 a day. That sum included expenses of putting the barge alongside the vessel and having a man in charge while waiting until such time as instructions were received to proceed to destination. There would be an additional charge if they proceeded into the River. The charge he made was a usual one. The whole of the 55 standard could have gone into the *King Edward* had it been properly stowed. For the defence A. E. Gloynes, shipping clerk in the employment of the defendants said it was his duty to engage for lighterage. When engaging with the plaintiffs on August 21st he mentioned that he was held up for craft and that the receivers were not in a position to put craft alongside the vessel. He denied that any contract was made as to price for barge hire. The intention was to approach the receivers and inform them what had been done with a view of their making some amicable arrangement with the lightermen themselves direct. When the plaintiffs account was received it was not considered reasonable and plaintiffs had been told so. He had mentioned to plaintiffs he would submit the figures to the Acme Flooring Co., the receivers, for their comments. The Common Serjeant: I understand no arrangements of any kind was made and no price to be charged. The Witness: That is so. The Common Serjeant said he was quite satisfied with the plaintiffs case which was in the correspondence, and plaintiff had a note of the prices to be charged for barge hire, made at the time. The plaintiffs were entitled to judgment. Judgment was accordingly entered for the plaintiffs for £78 2s., with costs.

WHEN A "SETTLEMENT IN FULL" IS NOT A SETTLEMENT.

JUDGE CLUER referred to an important point very little known to business men as to "settlement of account in full," in the Shoreditch County Court. The case before the Court was with reference to an account which was said by the defendant the plaintiff had agreed to "settle in full" for a smaller sum than the original. That settlement he had made, but the plaintiff was now suing for the balance, and disregarding the settlement in full. Judge Cluer said it was little known, but it was perfectly legal, to "settle in full," and then sue for the balance, if any. It was probably bad law, but it was 200 years old, and had been upheld by the House of Lords, so it still stood good. Supposing, for example, a man was owed £100 and was offered £90 "in full settlement." He accepted the offer, took the £90, and immediately sued for the remaining £10, and in law there was no answer to the claim. If on the other hand the person settling the debt had added the smallest consideration, a collar stud, a tie, a pin, an apple or anything, that would have settled the debt. It had to be £90, and a consideration; it could not be the £90 bare.

REMOVING FURNITURE.—CLAIM ON A GUARANTEE.

IN the Mayor's and City of London Court, Messrs. James Hoyle & Son, Thorn Tree, King's Cross, Halifax, sued Mr. Tom Bainbridge, 4 Lloyd's Avenue, E.C., for £50 on a guarantee, dated April 13th. Mr. T. F. Davis appeared for the plaintiff, and Mr. Eddy for the defendant. Plaintiffs' case was that in 1919 they removed furniture, for one, Fergusson, to their depository at Brighouse, for £10, and afterwards to Yougal. Subsequently it was returned to plaintiffs' depository where it was now at a charge of 8s. a week which was still running. When the plaintiffs' solicitors pressed for payment of their account (which now amounted to £140) defendant gave a guarantee as he was satisfied that Fergusson's position would improve. Plaintiffs now sued on the guarantee. Mr. Eddy said that as the guarantee was given to the plaintiffs' solicitors the plaintiff could not personally sue. It was essential that the guarantee should show who were the contracting parties. The guarantee could not be varied by any oral explanation such as the plaintiff wanted to give where it was ambiguous as it was not in that case. Defendant said he knew nothing of the plaintiffs until the present action. He was associated with Fergusson in two businesses. One included a chemical formula for an improvement in making bread. Fergusson wanted someone to superintend the operations at demonstrations lasting three or four days, at Lyons bakery, Cadby Hall. He gave Fergusson his assistance. He wrote the letter sued on for the satisfaction of Fergusson's co-partners. Judge Shewell Cooper said he must find for the defendant, with costs.

SHIPPING AGENTS CHARGES.

IN the Mayor's and City of London Court, before Judge Shewell Cooper, Messrs. Gerhard & Hey, Ltd., 1 and 3 Gt. St. Thomas Apostle, E.C., shipping agents, sued the National Feather Co., Ltd., Bishopsgate, for £6/14/10 for work done and money paid on their behalf. For the plaintiffs it was stated that at the request of a forwarding agent in Cracow, named Mendelsohn, with whom they had had previous dealings in other matters, they handled 15 bales of feathers consigned through Mendelsohn from Cracow to defendants. On a communication from Mendelsohn he stated that the net sea freight was to be debited to him. The contract was agreed to when the defendants forwarded an invoice enabling plaintiffs to clear the goods through the customs in London. Various charges were incurred in so clearing the goods and in delivering from Millwall Docks to defendants' premises. The sum claimed represented those charges. For the defendants it was stated that the arrangement with Mendelsohn was that he should pay all charges to defendants' premises. Defendants produced an invoice in German, upon which defendants alleged that arrangement to be stated and covered by the German word meaning free house. Judge Shewell Cooper inspected the invoice and said he could not agree that Mendelsohn implied that he would pay charges in London, the amount of which he had no means of knowing. As regarded the amount claimed there had been cross-examination about the fairness of the various items. He was not prepared to say that those charges were unreasonable. He did not know whether the defendants expected forwarding agents to work for nothing. Judgment was entered for the plaintiffs for £6/14/0, and costs.

WHEN A FEW MOTOR DRIVERS HAVE BEEN HANGED FOR MURDER.

IN the Shoreditch County Court, before Judge Cluer, Albert Percy Bradford, of 275 Church Road, Leyton, a warehouseman, an infant 19 years of age, sued by his father as next friend, to recover £15 damages from Maurice Cohen, of 36 Hackney Grove, Hackney, for injuries received in a collision between his bicycle and the defendant's motor van. Mr. Middleton, appeared as counsel for the plaintiff, and Mr. Pugh, for the defence. The plaintiff stated that at 4.30 p.m. on July 26th he was riding his bicycle along Bethnal Green Road, in the direction of Old Ford, and was approaching Chance Street on his left. On the opposite side of the road was

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Sclater Street, a fork street which met Bethnal Green Road at the same angle he was riding. The Ford van came across the road and straight in front of him into Chance Street. He had no chance of pulling up or getting out of the way, it was all so sudden, so that the van caught his bicycle, and he was flung off on to his head and badly injured. He reckoned he was travelling at six miles an hour, and the motor van at 18 miles an hour, and he was a good judge of speed as he had been riding a bicycle for four years. In cross-examination he denied that he was going at a racing pace with his head down. For the defence, Albert Stone, of 53 Oakfield Road, Clapton, the driver of the Ford van, said he crossed the road slow, hooting as he went, and was well in the mouth of Chance Street, when the plaintiff came along at racing speed with his head down. He, the plaintiff, did try and pull up when he saw the danger, but was too late and he ran into the van, and there was a mark at the rear of the van to this day. Judge Cluer pointed out to Mr. Middleton that there was nothing illegal at present in a motorist crossing a road, but Mr. Middleton said there was an obvious duty on the part of the defendant to see that, when he was crossing a main road, the traffic was clear in both directions to allow him to go over. Judge Cluer said he could not see how the defendant's driver had been negligent in any way, but if it was going to be said that he ought to have seen the plaintiff, then the same thing applied to the plaintiff, he should have seen the defendant, so that in that case there would be contributory negligence, and no one would be liable. His Honour went on: "Everybody knows that almost always motorists drive about much too fast in London. If they see me crossing the road they run straight at me, but if they see a bus crossing the road, they pull up directly. Until a few motor drivers are hanged for murder, or kept in penal servitude for life for manslaughter as they deserve, it will go on. London is made up of elderly men and women trying to get out of the way of vehicles." Judge Cluer entered judgment for the defendant, with costs.

ALLEGED NEGLIGENT LOADING.

In the Bow County Court, before Judge Snagge, Messrs. G. O. Davies, of the Millwall Central Wharves, Featherstone Buildings, Holborn, W.C., haulage contractors, sued Mr. Chas. Tarbard, 31 Byrom Street, Poplar, haulage contractor, to recover £17/19/8, for haulage work carried out. Mr. Crundall appeared for the plaintiffs. Mr. Davies appeared on behalf of the defendant, and was said to be a director of the Guardian Wharfage and Transport Co., of 14 New Hibernia Chambers, London Bridge, and he said that the whole of the business of the defendant was transferred to the Guardian Transport Co., early in September, and before the work was carried out by the plaintiff, and he knew that the work was for them and not for Mr. Tarbard. The plaintiff denied this, and said the first intimation he got of the new arrangement was on October 8th. Judge Snagge pointed out to Mr. Davies that it could have nothing to do with the plaintiff what arrangement the defendant came to, the liability was his, and although he might in turn have a claim against the Transport Company he was liable. Mr. Davies then said he had a defence that the work was negligently carried out. The order was given on August 30th, and it was agreed that it should be carried out in two days. Plaintiff: There was no specified time. As a matter of fact the delay was caused the other end, as they would not unload on the Saturday, when the machinery arrived, and the man had to stay down at Letchworth until the Monday, and his expenses had to be paid. As a matter of fact also, Davies said he was a director of the Guardian Company, and in October said he would pay the account in a few days, said the witness. In answer to Mr. Davies, the plaintiff admitted that the lorry was loaded with 8 tons 12 cwt., whereas it was a 5-ton lorry. All the same it was a lorry that could stand a 7-ton load, and it was not the fault of the driver as the loading was done at the wharf. Mr. Davies: I submit that the lorry was negligently loaded and in an awkward way so that it broke down on the road, and that was the cause of the extra charges. Judge Snagge: Have you ever asked for a reduction of the charges? Mr. Davies: I might tell your Honour that it is customary for haulage orders and conversations to be done over the 'phone, and daily complaints were made as to this on the 'phone. Mr. Davies denied the truth of this and said he had had no complaint of such a description over the 'phone at any time. Henry Coppin, manager to the plaintiff, said that at no time did he have any complaint on the 'phone as to the work. He well remembered the letter of the 8th October as to the amalgamation of the two firms, and he had heard nothing as to the transferring of the liability to the Guardian Transport Company before. On the same date they got a letter from the Guardian Company informing them as to how matters stood. In cross examination, the witness said that he got no telephone complaint on September 1st, as a matter of fact Mr. Davies, junr., was on the 'phone on that day. He certainly never heard on that date of any negligent loading at Anchor Wharf. Mr. Davies: Well, it was complained about, and the onus of the loading is on the driver of the lorry, and that caused the breakdown. Richard Thompson, the driver of the lorry, said he had nothing to do with the loading of the lorry. He had instructions from his chief to load 6 tons of machinery and take it to Letchworth. When he got to the wharf he told them the instructions, and the wharf foreman said he would see that it was done properly, and he, with two men, did the loading of the lorry. When he had finished witness complained that it had been done improperly, but the wharf foreman refused to alter it. He had nothing whatever to do with the loading. There certainly was a delay at the wharf as to the loading up, but that was due also to the wharf foreman. It was usual for lorries to queue up and to be taken in their turn for loading, but on this occasion the wharf foreman ordered other lorries, which came after, to load before him, so he was delayed for hours. In cross-examination, the witness said the improper loading consisted in putting too much on the back with the result that it depressed it, and the steering was not good. The wharf foreman's method of curing this was to put another case on the front; it made the load heavier, but it made the lorry safe for driving on the public highway. He agreed that it was the heaviness of the load that made the lorry break down, but that was the fault of the wharf foreman, and had nothing to do with him. It was quite true the lorry was laid up for several days in order to repair the breakdown. Mr. Davies: Is it not customary for the driver of the lorry to see after the loading, and to see that it is done to his satisfaction. Witness: Yes, as a rule, but I told the wharf foreman what was required, and he said he would see that it was carried out, and took the onus on his own shoulders. Judge Snagge: All this may be a matter for a counterclaim, but it is in no way an answer to the claim. Mr. Davies: I say the driver of the lorry had no right to have left the wharf with an improperly-loaded lorry, he should have rung us up and got our permission. In answer to Mr. Crundall, Mr. Davies said their clients had refused to pay the charges as the breakdown and delay had involved them in a heavy loss. In giving judgment, Judge Snagge said it had been sought to shift the liability from the defendant to a company, but he could not see that it had been made out in the smallest degree. Then as to the negligence suggested on the part of the driver, it had been explained that the wharf foreman took over the responsibility, and that he was supposed to have loaded up only six tons. It seemed clear that the lorry was safe to drive when it went out. There might be an action at law against the wharf company, and also against the Guardian Transport Company, if they had agreed to pay the debts of the defendants, but the plaintiff was entitled to look to the defendant for payment. Judgment would therefore be entered for the plaintiffs for £17/19/8 and costs. These amounted to £7/11/2, as allowed by the court.

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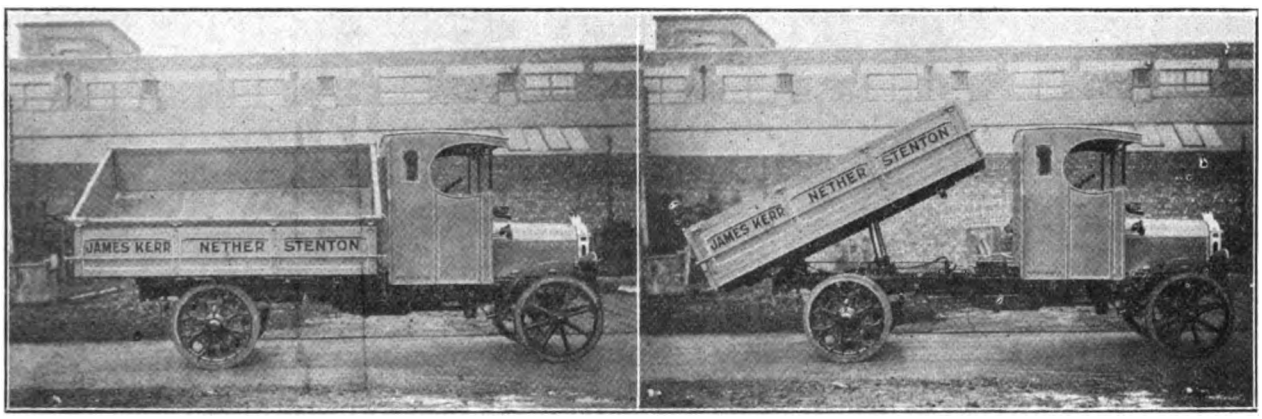
Motor Notes.

Haulage Hints. — Republic Truck Sales Corporation, 20 Peterborough Road, New King's Road, Fulham, London, S.W.6, have sent us a copy of their house magazine "Haulage Hints" issued by the firm to all owners of Republic Trucks and to anyone else interested in the subject of motor transport. Whilst the magazine deals primarily with work executed by Republic trucks, there is a considerable amount of information useful to all those engaged in haulage work.

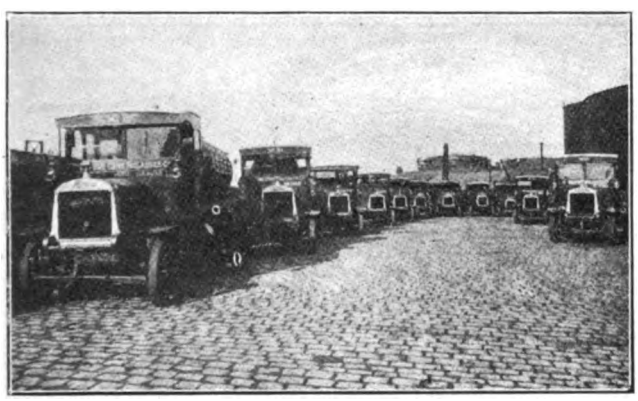
A Daimler Three-way Tipper.—Mr. James Kerr, of Nether Stenton, is the purchaser of the three-way tipping wagon shown in the picture. The body and tipping gear were supplied by Bromilow & Edwards, Ltd., of Bolton.



TWO VIEWS OF A DAIMLER LORRY FITTED WITH BROMILOW & EDWARDS 3-WAY HYDRAULIC TIPPING GEAR.

The M.C.L. Lighting Equipment.—We have received a copy of a booklet describing the new M.C.L. motor car electrical equipment manufactured by the Midgley Car Lighting Co., Ltd., 1a Cockspur Street, London, S.W.1. The booklet describes the equipment in full detail, and there is a wiring diagram and various other line drawings, including details of the connections to the controller and automatic cut out, the connections in the junction box for an insulated return system and for an earth return system. The care of the equipment is also dealt with and there are instructions with regard to the location of troubles.

Handling Liquid Sugar.—Our photograph shows a fleet of eleven 6-ton Halley tank wagons in the service of the Pure Cane Molasses Company, Ltd., Liverpool. The first Halley was put into service by this firm in March, 1916, and since that date additions have been made until the fleet has attained its present size. The vehicles are utilised for carrying molasses from the docks to the Company's storage tanks at Garston, and in a normal day's work handle a matter of 300 tons of molasses.



ELEVEN HALLEY SIX-TONNERS BELONGING TO THE PURE CANE MOLASSES CO.

Hans Renold Change of London Address.—Hans Renold Ltd., Burnage Works, Didsbury, Manchester, notify us that they have secured more adequate accommodation at Bush House, Aldwych, London, W.C. Their telephone number will remain the same, namely, City 8476. Their new premises will enable them to carry sufficient stocks to ensure efficient service being rendered to all clients.

"Ford" Aids to Savings and Silent Running.—Herbert Terry & Sons, Ltd., Redditch, send us particulars of various of their products. One extremely useful tool is the valve spring lifter for "Fords." It makes the removal a one-man task, both simple and easy. Under a time test the 8 Ford valves have been taken down in less than 2 minutes by one man. The tool is also suitable for other engines of similar dimensions with detachable heads. The price is 1/6 each. Another product is the patent cable brake set for Ford cars. The cable gives a straight pull from the lever to the brake shoe, is always in tension and gives an improved braking effect on both wheels. A brake release spring is part of the set; it ensures perfect release of the brake band. The set can be fitted in a few minutes without any alteration to car fittings. The price is 10/6 per set. The Ford spanner set fits every nut on a Ford car. The set is made in good grade one-eighth inch thick steel carefully hardened and tempered. The complete set of six costs 4/6 blued, or 7/6 plated. A leather case is 1/- extra. The "Silent Set" for Fords consists of special springs for the steering rods and starting handles. They have the effect of holding the steering rods firmly in their bearings preventing rattle and consequent wear of these parts. The plate of the starting handle spring is fitted at the bottom of the headlight bolt. The price of the silent set is 3/-. The starting handle spring costs 1/6.

A Dennis for a Granite Company.—Our illustration shows a 5/6-ton hinge-sided lorry which has recently been delivered to the South Devon Granite Company.

A 5/6-TON DENNIS FOR THE DEVON GRANITE CO.

C.A.V. Battery Service.—Some time ago we described the exceptionally excellent service organised by C. A. Vandervell & Company, Ltd., Acton, London, W.3, by which users of their battery may have the latter kept in thorough repair with minimum trouble and expense to themselves. There are C.A.V. battery service stations in every part of the country and the firm provides a means for the owner to place his battery in the immediate care of experts who, for the most critical period of the battery's life, will test it at frequent intervals and instruct the owner as to whether the conditions under which the battery is being operated are

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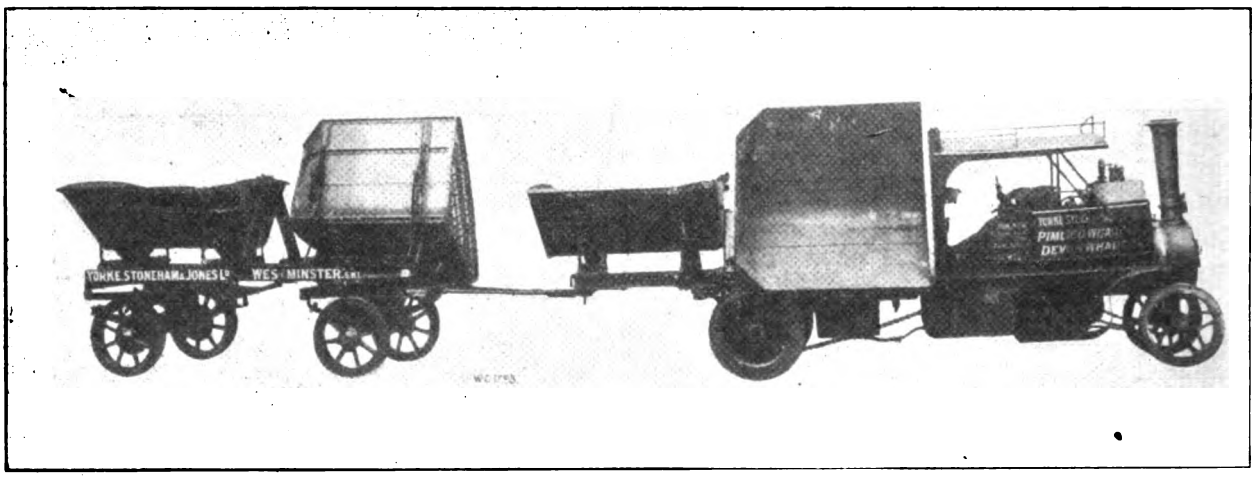
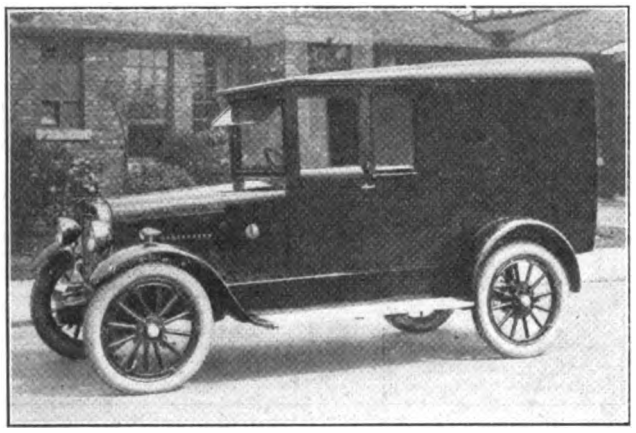
conducive to long life and maximum efficiency. We have received three folders from the firm dealing with their service and one of the strongest points deals with the great importance of preventing electrical trouble instead of remedying it. The firm invites owners to make use of the nearest service station, to call there twice a month all the year round and have the battery looked over. This consultation and examination costs nothing.

A Foden Wagon and Trailer with Makrob Tippers.—Our illustration shows a Foden steam wagon and trailer fitted with the now well-known Makrob either-way gravity tipping hoppers. Each hopper holds 50 cwt. When it is required to tip the contents of the hoppers all that is necessary is to unfasten a quick-release catch at the opposite side of the hopper to that at which the contents require to be dumped and the hopper tips automatically by its own weight.



FODEN WAGON AND TRAILER, EACH FITTED WITH TWO 50-CWT. "MAKROB" TIPPING HOPPERS.

The Overland Travellers' Brougham.—The Overland travellers' brougham, as supplied by Willy's Overland Crossley, Ltd., Stockport, is admirably suited to the needs of the commercial traveller. It is of a neat and pleasing design, whilst the construction gives a maximum capacity for the carrying of goods. The two front doors are fitted with plate-glass windows which can be easily adjusted to any desired position. All doors are fitted with locks, so that the traveller can leave his car knowing that the contents are absolutely safe. The body frame is built of best quality ash. The doors are fitted with locks. The side panels are in one piece and made from a special fire-proof material. The roof, of the dometype, is made of specially moulded weather-proof material, and covered with black "Duratex." The rear doors are the full width of the brougham, which gives great accessibility. The front doors are fitted with sliding windows, controlled by the Peters balancing device. Price £270.

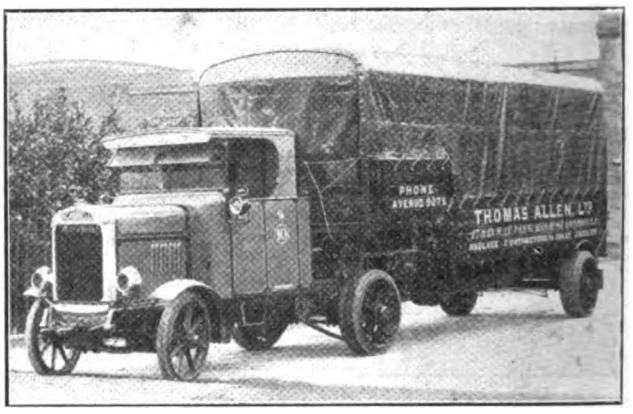


THE "OVERLAND" TRAVELLER'S BROUGHAM.

Minerva 2-ton and 3½/4-ton Lorries.—We have received brief specifications from Minerva Motors, Ltd., Chenies Street, London, W.C.1, of their 2 and 3½/4-ton vehicles. Both vehicles are fitted with 4-cylinder 20-h.p. Minerva sleeve-valve engines, 90 by 140 bore and stroke developing 39 b.h.p. at 1,500 r.p.m. They have magneto ignition, centrifugal pump, water circulation, automatic carburettors, gravity petrol fed and automatic lubrication, also multiple disc clutch, four speed gear box, Timken taper roller bearings to front wheels, dual type rear axle, the driving members being separate from the load carrying axle, and internal spur gear drive mounted on road wheels; both sets of brakes act on rear wheel drums. The vehicles are equipped with electric lighting sets and both vehicles also are fitted with Michelin pneumatic tyres 935 by 135 mm. in the case of the 2 tonner and 955 by 155 in the case of the 3½ to 4 tonner. The body space is 13 ft. 1 in. for the 2-tonner and 14 ft. 2 in. for the 3½/4-tonner. The price of the 2-tonner is £520, and of the 3½ to 4-tonner £550.

Garner Vehicles.—We have received from Henry Garner, Ltd., Moseley Motor Works, Birmingham, their new catalogue describing, mainly by illustrations, the various applications of their well-known model "15" 30/40-cwt. chassis, including the famous "Garner" bus-van, which is more particularly intended for country carriers, and is a most interesting vehicle. We have described it several times in these pages but the latest model has been improved in several minor details. It is intended for carrying 20 passengers or 35-cwt. of goods, or a proportion of both. The seats fold to the side of the van when the body is required for carrying goods. The vehicle is thoroughly well ventilated and at the same time perfectly weatherproof. It is a first-class proposition for the purpose for which it is designed and those interested in this form of transport cannot do better than get in touch with the firm.

The Scammell Six-wheeler.—Our illustration shows one of the Scammell latest drop frame general purpose lorries purchased by Thos. Allen, Ltd., 17 and 19 Wapping High Street, London, E.1, Haulage Contractors to Coast Lines, Ltd.



THOS. ALLEN'S SCAMMELL LATEST DROP FRAME 6-WHEELER.

"Triplexd" Hose.—"Triplexd" hose has an inner flexible metallic lining of best quality slow rolled metal heavily electro-galvanized. Hand-picked asbestos string is rolled securely into the packing box in the joints; the packing cannot be dislodged under vacuum or pressure. Over the inside metallic lining a petrol-resisting rubber compound is moulded. The purpose for which this "Triplexd" hose is made is as a hose for petrol and other volatile liquids. It is largely used in this country by oil companies as pump hose; the pump hose is made in ¾-in., 1-in., and 1¼-in. sizes inside diameter, couplings can be supplied to suit any pumps. Tank wagon hose for filling and emptying drums, and for loading and unloading trucks, is identical with

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the pump hose but is supplied in 1¼-in., 1½-in. and 2-in. sizes inside measurement. "Triplexd" hose is thoroughly flexible and can be tied into knots without kinking. The sole representative for this firm in the United Kingdom is J. Bazley-White, Junr., 3 Love Lane, Eastcheap, London, E.C.3, who also markets the "Rapidayton" speed pump which is described by the manufacturers as a quick return stroke petrol pump which will deliver petrol in 30 per cent. less time and at smaller cost than any other pump of its class.

Petrol Prices.—As from the 2nd inst. petrol prices have been increased by 4½d. per gallon so that No. 1 spirit is now 1/11 and No. 3 1/9 per gallon.

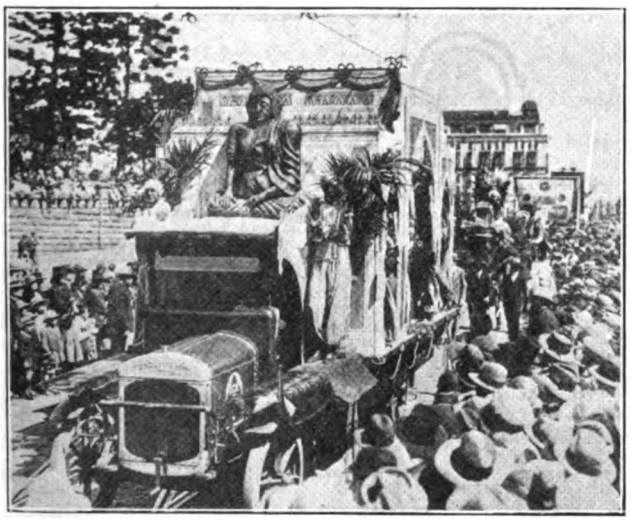
Empty Radiators.—Our illustration shows the method adopted by the Associated Equipment Co., Ltd., Waltham-

A USEFUL LABEL FOR USE IN WINTER MONTHS WHEN RADIATORS ARE EMPTIED FOR SAFETY.

stow, London, E.17, for use by motor vehicle owners during the winter months when the radiator is empty. The label is attached to the filler, and is made of stout red cloth and is printed in bold black type.

British Rubber Tyre Manufacturers Association.—We are informed that Lieut.-Col. J. Sealy Clarke, of Messrs. George Spencer, Moulton & Co., Ltd., has been re-appointed Chairman, and Mr. E. Healey, of Messrs. W. & A. Bates, Ltd., Vice-Chairman for the ensuing year.

A Labour Festival in Australia.—John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1,



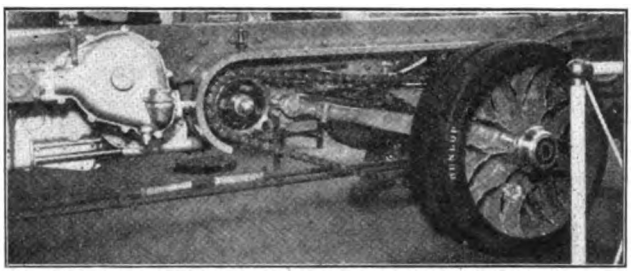
A THORNYCROFT IN A SYDNEY N.S.W. LABOUR FESTIVAL.

have received from their Australian branch at Sydney, N.S.W., the accompanying photograph of a Thornycroft lorry which took part in the procession organised by the labour party in Australia to celebrate the inauguration of the eight-hour day. The firm does not know what the huge idol represents but they suggest it is possibly the god "Ca-Canny"!

"Armco" Ingot Iron Rods and Wire for Electric Welding.—We have received from the White Cross Co., Ltd., Warrington, England, a neatly compiled booklet illustrating and describing "Armco" which is a wire specially prepared for electric welding purposes. It is stated that such a wire should be free from impurities such as sulphur, phosphorus, slag and oxides, and there should be no excess above a certain limit of elements such as carbon, manganese and silicon. The manufacturers of "Armco" claim to have provided exactly what is required in the above respects. We advise those of our readers who are interested to apply for a copy of the illustrated booklet in which the White Cross Co. describe in detail the development and advantages of "Armco" quality ingot iron in a most fascinating and informative manner.

Goodyear Folders.—The Goodyear Tyre & Rubber Co. (Great Britain), Ltd., 162 Shaftesbury Avenue, London, W.C.2, have sent us three sample folders which they have prepared for distributing amongst lorry tyre users throughout the country. These folders deal with the three types of lorry tyres which they are now marketing, namely:—solids, cushions, and giant pneumatics, all with the well-known Goodyear all-weather tread. The folders emphasize the various advantageous features of the tyres both by photographic illustrations and in the text.

Renold Chains.—Hans Renold, Ltd., Burnage Works, Didsbury, Manchester, have sent us their latest price list of chains for general engineering purposes, reference No. 00030, which



SHOWING HANS RENOLD CHAIN DRIVE ON GARRETT STEAM WAGON.

supersedes the list No. 00023. We are asked to remind our readers that the firm have a staff of trained engineers who are entirely at the purchasers' disposal for advisory purposes. They state they will be glad to send one of their technical staff to advise on the selection of any particular drive which may be required.

A Saurer Success.—In the Swedish Commercial Vehicle Reliability trials held recently, the Saurer Commercial Vehicle Co., Ltd., whose London branch is at 21 Augustus Street, Albany Street, London, N.W.1, was awarded a Gold Plaque, here illustrated. In this trial two 2-ton

THE GOLD PLAQUE AWARDED TO SAURERS IN SWEDISH COMMERCIAL VEHICLE TRIALS.

Saurers were entered and secured one first and one second award, consisting of gold and silver plaques respectively, and certificates from the Swedish Automobile Club. The Saurer was, we are informed, the only entry in which two vehicles which started, finished the trials and received awards. Each of these vehicles finished without loss of marks.

Ferodo Brake Linings.—Ferodo Ltd., Sovereign Mills, Chapel-en-le-Frith, ask us to remind our readers that they have in stock several hundred sizes of brake material in all widths and thicknesses and they are prepared to make every effort to make prompt delivery from their depot which is situated at 222 Tottenham Court Road, London, W.1. Telephone Number Museum 788. Telegrams "Frodobrake Wesdo."

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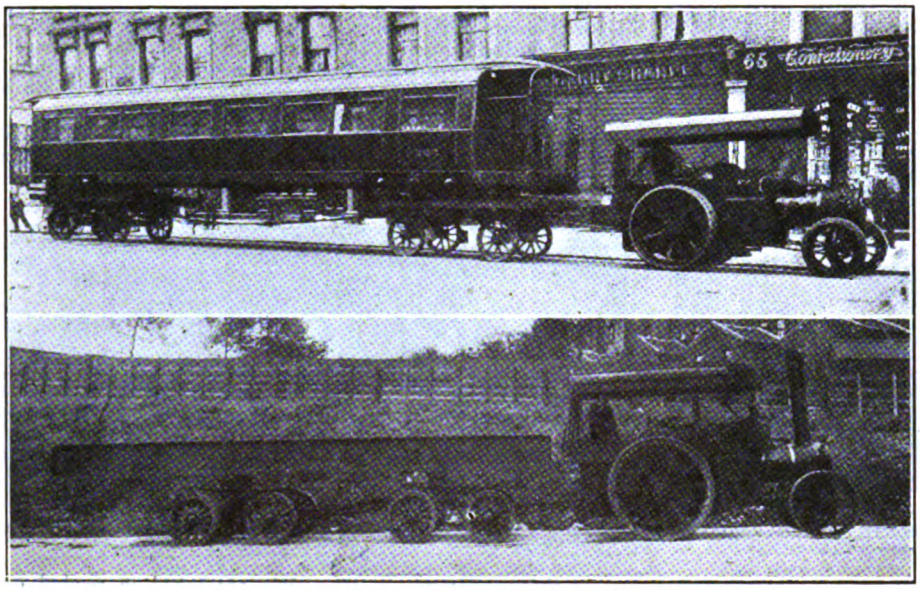
W. H. Willcox & Co., Ltd.—We are advised by Messrs. W. H. Willcox & Co., Ltd., 38 Southwark Street, S.E.1, that they have secured registration of a new telegraphic and cable address as follows:—Telegrams: "Enginsplys, Boroh, London," Cables: "Enginsplys, London." Will our readers make a note of this on their records to avoid any delay when communicating by wire.

Interesting Haulage Work. — Our two photographs show some interesting work carried out by Coulson & Co., Corona-



HAULAGE BY COULSON & CO. TOP, DELIVERING A RAILWAY CARRIAGE TO GOLDER'S GREEN, AND BOTTOM, GIRDERS ON THE WAY TO THE L. E. RAILWAY EXTENSION BRIDGES.

tion Road, Park Royal, London, N.W.10, the one is of a railway coach being delivered by road to Golders Green, whilst the other is a load of cross girders for the bridges on the L.E.R. extension. The trailer used for the latter is specially adapted for delivering heavy loads over soft ground and sharp turns can be negotiated without fear of turning over. Coulson & Co., are the sole concessionaires for this type of trailer.

Cambridge Temperature Measuring Instruments. — The Cambridge & Paul Instrument Co., Ltd., 45 Grosvenor Place, London, S.W.1, have sent us a booklet they have just issued containing brief descriptions of Cambridge & Paul instruments for the measurement and control of temperature. The firm draw particular attention to the apparatus for automatic temperature control which has recently been developed by them and concerning which they have not hitherto issued a catalogue. We will not attempt to describe it here, but would advise our readers to send for the booklet in question in which the apparatus is illustrated and described in full detail.

Friction Transmission.—Ferodo, Ltd., Sovereign Mills, Chapel-en-le-Frith, have sent us their new booklet giving practical data on friction transmission with special reference to a new material produced by them for lining friction wheels. The booklet is well illustrated and the text contains full descriptions of various friction transmission systems and the results of tests.

Specialising in Commercial Vehicle Repairs. — The question of repair to commercial vehicles is undoubtedly the most worrying matter which the commercial motor user has to face. Until his bills come in he is never certain what his repairs are costing him and he almost invariably finds that his estimates have been far too optimistic. Any firm that will help to improve this condition of affairs will undoubtedly be welcomed by all commercial motor users within reach of the repair works. The Rallings Engineering Works, Ltd., Point Pleasant, Putney Bridge Road, London, S.W.18, inform us that they are out to make a speciality of commercial vehicle repairs. They guarantee expedition, low charges, efficient and durable work. They state they will make the vehicle sound, economical and reliable. They undertake the maintenance of commercial vehicle fleets, advice on running costs and suitability of vehicles for transport work of all kinds. Whether it be a minor repair or complete overhaul, they give, on completion, a written undertaking guaranteeing their workmanship, binding themselves that in the event of any defect or trouble arising within six months they will rectify it free of charge. Their staff of specialists works under the supervision of Mr. A. B. E. Cheeseman, A.M.I.M.E., M.I.A.E., F.A.I., (formerly Technical Manager and Engineer to The Automobile Association and Motor Union.) The works director and general manager, Mr. E. H. W. Rallings, M.I.A.E., has over 25 years' experience in the overhaul, repair, and maintenance of all types and makes of pleasure and commercial vehicles.

Spiral Tube Radiators for Fords.—Spiral Tube and Components Co., 47 Caledonian Road, King's Cross, London, N.1, inform us that to meet requirements of purchasers of the new 1924 Fords (which has a different radiator to the earlier models) they have designed replacement "Spiral Tube" polished aluminium radiators which can now be supplied from stock. Type "G" for 1924 commercial Fords is £9 and type "U" for touring Fords of the 1913-1923 models, the radiators are guaranteed for two years.

Degory Carburators. — The Company recently formed to take over the production and sale of "Degory Carburators" have removed to more convenient premises and their address now is: Degory Carburators, Ltd., 235 Acton Lane, Acton, London, W.3. The Degory Carburator is particularly well known for its economy, flexibility, acceleration and pick up, and the Company, while continuing to produce the R.A.5 type as before, are putting on the market the F.M. type which is being made in two models, one for "Light Cars" up to about 12 h.p., and the other specially for "Fords." The functioning of this type is similar to the R.A.5 which has proved such a success but the design has been altered considerably in mechanical details so as to allow a much cheaper production, and consequently these models will be sold at the low price of £4/15/- each.

The Ford model is absolutely interchangeable with the standard carburettor and can be fitted in less than half an hour. It will save its cost in a very short time as consumptions of well over 30 miles to the gallon have actually been obtained on it.

New Patents.

This list is specially compiled for THE WORLD'S CARRIERS by Messrs. Rayner & Co., Registered Patent Agents, of 5, Chancery Lane, London W.C.2, from whom all information relating to Patents, trade marks and designs can be obtained gratuitously.

LATEST PATENT APPLICATIONS.

1096.—Bramble, A. E. C. Y. Motor omnibuses, etc. January 14th.
1567.—Firth, E. L. Endless-track vehicles. January 19th.
1269.—Heron, J. J. Three-way tipping wagon. January 16th.
1568.—Nicholson, J. Motor vans, etc. January 19th.
481.—Diery, C. Tipping bodies for vehicles. January 8th.
702.—Marks, A. R. Road vehicles. January 10th.
553.—Shirreff, A. F. Lorries, etc. January 8th.
578.—Winn, S. B. Tractor-trailer combination. January 8th.

SPECIFICATIONS PUBLISHED THIS MONTH.

209445.—Lynch, G.—Method of enabling road vehicles to run on railed tracks.
209599.—Dodson, C. Bodies of motor omnibuses, char-a-bancs, and other motor vehicles.
209130.—Dreyer, J. T. Endless tracks for self-propelled and other vehicles.
209214.—Hadfield, W. J., and Tuke and Bell, Ltd.—Appliance for use in conjunction with tipping wagons or the like, for the conveyance of bituminous or other road surfacing materials in a hot state, applicable for wagons operated by steam, oil, or producer-gas, and trailer wagons.
209231.—Edwards, M. F. Body-tipping apparatus for motor road vehicles.
209361.—Hutt, A. E. Passenger carrying vehicles.
185118.—Kegresse, A. Endless-track vehicles.

Messrs. Rayner & Co. will obtain printed copies of the Published Specifications only, and forward on post free for the price of 1s. 6d. each.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

C. A. White, Porson Street, Lewisham, London, S.E., road transport contractor. £18/0/7. November 16th.

J. Wantling, 17 Partington Lane, Swinton, near Manchester, master motor haulier. £65/1/11. October 9th.

J. W. Warren & Sons, Lower Tranmere, Birkenhead, haulage contractors. £13/1/6. November 13th.

Saml. Russett, 21 Union Road, St. Philips, Bristol, haulage contractor. £38/14/0. November 22nd.

R. Alderson, Tram Terminus, Rhodes, nr. Manchester, motor haulage contractor. £42/17/3. November 26th.

Wm. E. Hemingsley, 17 Coppice Street, Oldham, motor haulage contractor. £15/0/6. November 21st.

Jno. Wm. Bailey, 8 Cornwall Parade, Church End, Finchley, Middlesex, motor job master. £31/16/8. November 22nd.

Jno. Milburn, 34 Hotspur Street, Newcastle-on-Tyne, carting contractor. £16/11/0. November 13th.

Walter Howes, 33 Crompton Road, Tipton, Staffs., motor transporter. £10/15/2. November 20th.

Jno. J. De Lay, 18 Stockwell Road, S.W. (trading as Stockwell Transport & Haulage Co.), haulage contractor. £26/1/10. October 9th.

Sparks Bros., 79 Wooler Street, South Street, Walworth, London, S.E., carmen and contractors. £18/13/4. October 29th.

A. E. Harrison, 147 Hylton Road, Sunderland, haulage contractor. £17/1/5. November 28th.

Harry Pitt, Webbs Land Farm, Wickham, Hants., haulage contractor. £62/5/4. December 4th.

R. E. Botton, 6 Downham Road, Well Hall, Eltham, Kent, motor haulage contractor. £12/8/2. November 27th.

Collard & Barnard, 38 Seymour Street, St. Johns, London, S.E., haulage contractors. £69/2/2. November 9th.

Walter Gore, 19 George Street, Ramsgate, jobmaster. £24/5/6. December 5th.

Thos. Trew, 17 Mercia Gr., Lewisham, London, S.E., jobmaster. £11/1/8. November 9th.

J. Fox, 33 Moss Street, Gt. Ducie Street, Manchester, haulage contractor. £20/6/4. December 6th.

Jas. Reginald Cory, Staines Road, Hounslow, Middlesex, haulage contractor. £26/17/4. December 6th.

Pikes, Ltd., 36 Fulham Road, Chelsea, London, S.W., removers. £11/13/1. November 28th.

Geo. Stowers, 8 Red Lion Street, Wapping, London, E., carman and contractor. £29/3/10. October 26th.

Eustace Smith, Dartmouth Street, Cobridge, & Milton, Staffs., char-a-banc proprietor. £20/2/6. November 27th.

Jno. Washington, 14 Plex Street, Tunstall, Staffs., char-a-banc proprietor, and Sidney Lotan, 67 Turnhurst Road, Packmoor, Staffs. (trading as Washington & Lotan, Phœnix Street, Tunstall). £60/13/2. November 23rd.

Eastern Counties Haulage Co., 41 St. Nicholas Street, Ipswich, contractors. £18/16/0. November 30th.

L. Button, Haywards Heath, Sussex, jobmaster. £65/9/10. November 22nd.

D. Daykin, 12 St. John's Road, Sparkhill, Birmingham, haulage contractor. £17/4/10. November 26th.

R. & C. Hall, Easthorpe, Mirfield, Yorks., haulage contractors. £20/11/7. December 3rd.

S. Potts, 72 Elland Road, Leeds, haulage contractor. £27/6/1. December 4th.

North Wales Transport Co., 137 High Street, Bangor, haulage contractors. £19/6/8. November 6th.

W. R. Nudd, 75 Granville Road, Walthamstow, London, E., cartage contractor. £79/8/1. December 3rd.

Thos. Hose, 118 Walton Village, Walton, Liverpool, cartage contractor. £21/18/6. December 4th.

Wm. A. Hosker, 26 Kensington, Liverpool, haulage contractor. £34/7/0. December 11th.

B. Jones & Sons, 19 Fir Road, Waterloo, Liverpool, haulage contractors. £10/1/7. December 12th.

Robt. Pearson (a firm), 14 Peel Street, Heywood, Lancs., carriers. £14/8/6. November 16th.

Island Transport (a firm), Empire, Paradise Street, West Bromwich, Staffs., transporters. £39/3/8. December 6th.

Wm. Victor Edmunds, The Street, Shotley, Suffolk, motor carrier, etc. £23/3/0. December 4th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

SYDNEY RASTALL, Dunvegan, Greenfield Road, Colwyn Bay, Denbighshire. Haulage Contractor. Receiving order and order of adjudication, January 3rd. Public examination, February 15th, at Bangor.

HAROLD HUDSON, 237 West Terrace, Burley-in-Wharfedale, West Riding, Yorkshire. General Carrier. Receiving order and order of adjudication, January 4th.

EDWARD FINES, 8 Prospect Place, Drypool, formerly 127 De Grey Street, and 41 Wellington Lane, all Kingston-upon-Hull, formerly General Carrier, etc. Receiving order and order of adjudication, January 15th. Public examination, February 18th, at Hull.

ERNEST THOMAS NICHOLLS, 3 Channel View, Watchet, Somerset. Haulier, etc. Receiving order and order of adjudication, January 15th. Public examination, February 15th, at Taunton.

BERNARD TALBOT and LAVINIA TALBOT, trading as B. & L. Talbot, 158 Greenside Lane, Droylsden, Lancashire, formerly Droylsden Motor Garage, Droylsden Road, Droylsden. Haulage Contractors, etc. Receiving order and order of adjudication, January 19th.

WALTER PORDAGE, 16 Jeffery Street, Gillingham, Kent, late Haulage Contractor. Receiving order and order of adjudication, January 23rd. Public examination, February 25th, at Rochester.

HARRY CAUDLE, 36 Bramall Lane, Sheffield. Haulage Contractor. Receiving order and order of adjudication, January 24th.

SYDNEY CHARLES BURT, Elmhurst, Cranford Rise, Maidenhead, Berks., lately 3 Union Street, Bath. General Haulage Contractor. Receiving order and order of adjudication, January 30th.

HENRY WHITBREAD, 7 The Paddock, Westerham, Kent. Cartage Contractor, etc. Receiving order and order of adjudication, January 28th.

EDWIN JAMES GODWIN, Handsacre, near Rougeley, Stafford. Haulier. Receiving order, January 29th.

EDWARD BENNETT, The Rope Walk, Acre End Street, Eynsham, Oxfordshire. Haulier. Order of adjudication, January 3rd.

Notices of Intended Dividends.

ARTHUR GEORGE BENBOW, Longford Turning, Market Drayton, Salop. Haulage Contractor. Claims to Richard Ecroyd Clark, 17 Albion Street, Hanley.

CHARLES HENRY COX, Danley Cafe, Sheerness East, Kent. Haulage Contractor, etc. Claims to Arthur Harold Ward, 280a High Street, Rochester, Official Receiver.

WILLIAM ALFORD, Sellan Vean, Tremethick Cross, Sancreed, Cornwall. Haulage Contractor. Claims to Coulter Hancock, 12 Princes Street, Truro, Official Receiver.

JAMES MCHAMISH, White House, Water Fryston, near Ferrybridge, Yorkshire, lately trading as George McHamish & Brothers. Haulage Contractor. Claims to Basil Shaw Briggs, Official Receiver, 21 King Street, Wakefield.

TOM BREARS, Caistor, Lincolnshire. Cartage Agent, etc. Claims to Frederick Charles Brogden, 10 Bank Street, Lincoln.

JOHN JAMES JOHNSON, Bryngwyn Cottage, Wormelow, Hereford. Haulier, etc. Claims to M. J. G. Scobie, Official Receiver, 2 Offa Street, Hereford.

CLIFFORD THORPE, 27 Arnold Street, Birkby, Huddersfield, Yorkshire. Motor Haulage Contractor. Claims to Walter Durrance, Official Receiver, 12 Duke Street, Bradford.

JAMES HENRY HEAL, Pullingers Farm, Medstead, Hants. Haulage Contractor, etc. Claims to E. S. W. Dale, 12 Wote Street, Basingstoke.

WILLIAM EDWARD LEE, Holly House Farm, Hagworthingham, Lincolnshire. Haulage Contractor, etc. Claims to William Robert Bolton, 2 Claskitgate, Lincoln.

JOHN WALSGROVE and WILLIAM WALSGROVE, trading as J. & W. Walsgrove, High Street, West Bromwich. Motor Hauliers. Claims to Thomas Easton, Official Receiver, Ruskin Chambers, 191 Corporation Street, Birmingham.

SAMUEL WEIGH, Aston, Hawarden, Flint. Haulage Contractor. Claims to Isaac Daniel Hooson, Official Receiver, St. Peter's Churchyard, The Cross, Chester.

THOMAS CHAPPELL and ARTHUR BLOMELEY, trading as Chappell & Blomeley, North Western Sidings, Hyde Road, West Gorton, Manchester. Carriers, etc. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

HERBERT CLIFFORD BAKER, 140 Millgate, Selby, Yorkshire, late 92 Millgate, Selby. Haulage Contractor. Claims to Donald Sween Mackay, Red House, Duncombe Place, York.

HAROLD VENNARD, trading as J. Vennard & Son, Green Road, Meanwood, Leeds. Haulage Contractor. Claims to Harry Clifford Bowling, Official Receiver in Bankruptcy, 24 Bond Street, Leeds.

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Notices of Dividends.

SAMUEL WEIGH, Aston, Hawarden, Flint. Haulage Contractor. First and Final of 6/7 in the £, payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

EDGAR HEY, Jerusalem Farm, Linthwaite, near Huddersfield, Yorkshire. Carrier, etc. First and Final of 3/6 in the £, payable at the Official Receiver's Office, 12 Duke Street, Bradford.

THOMAS CHAPPELL and ARTHUR BLOMELEY, trading as Chappell & Blomeley, North Western Sidings, Hyde Road, West Gorton, Manchester. Carriers, etc. First and Final of 1/5¼ in the £, payable at the Official Receiver's Offices, Byrom Street, Manchester.

FRED MARCHANT, 14 Thornleigh Road, Horfield, Bristol. Furniture Remover. First and Final of 2/11 in the £, payable at the Official Receiver's Office, 26 Baldwin Street, Bristol.

EDWARD MASTERS, 12 Princes Street, Dorchester, Dorsetshire. Haulier, etc. First and Final of 4/5½ in the £, payable at the Official Receiver's Office, City Chambers, Catherine Street, Salisbury.

HERBERT CLIFFORD BAKER, 140 Millgate, Selby, Yorkshire. Haulage Contractor, previously 92 Millgate, Selby. First and Final of 1/6 in the £, payable at the Official Receiver's Office, Duncombe Place, York.

ALFRED ARCHER PRICE, The Bungalow, Cardiff Road, Dinas Powis, Glamorganshire, lately 4 Bretway Road, Dinas Powis. Haulage Contractor, etc. First and Final of 1⅝d. in the £, payable at the Official Receiver's Office, 34 Park Place, Cardiff.

WALTER HARRY PETERS, 161 Long Lane, Bermondsey, London. Road Transport Contractor. First of 2/3¾ in the £, payable at 67 Basinghall Street, London, E.C.

SARAH KIRKHAM, trading as Fred Kirkham, Griffins Yard, Park Street, Cheetham, Manchester. Haulage Contractor, etc. First and Final of 1/2¾ in the £, payable at the Official Receiver's Offices, Byrom Street, Manchester.

Dissolutions of Partnership.

LESLIE VICTOR RICHARDS and REGINALD COUPLAND SHARPE, trading as the Devon Motor Haulage Co., "Heavitree," Manor Road, Paignton, Devonshire. Haulage Contractors. December 18th, 1923. All debts by Reginald Coupland Sharpe, who will continue at "Dalehurst," Berry Square, Paignton.

BARTLETT CYRIL LITTLE and JOHN JOSEPH THOMLINSON, trading as Letchworth (Herts.) Transport Company, Letchworth, Herts., and 50 Lincoln's Inn Fields, London, W.C.2. Motor Transport and Haulage Contractors. December 18th, 1923. All debts by Bartlett Cyril Little, who will continue.

FRANK HAKNEY, JOHN WILLIAM HAKNEY, HARRY WOOD and HERBERT SMITH, trading as F. Hakney & Son, 200 Nelson Street, Bradford. Haulage Contractors. December 1st, 1923. All debts by Fred Hakney.

JAMES BUCKLEY, LEONARD PILKINGTON TAYLOR and EDWIN ARNOLD SHARROCKS, trading as Reliance Motor Transport Co., 229 Spotland Road, Rochdale. Motor Haulage Contractors, etc. October 9th, 1923. All debts by Leonard Pilkington Taylor and Edwin Arnold Sharrocks, who will continue.

WILFRED ECCLES and GEORGE ROUSE, trading as Knight & Roberts, 32 Cleveland Square, Liverpool. Carriers and Forwarding Agents and Express Parcel Deliveries. November 24th, 1923. All debts by George Rouse, and the business will in future be carried on under the same name by the purchasers, McFarlane & Layfield, Ltd.

FRED DALE, FREDERICK WILLIAM DALE and JOHN DANIEL VINCER, trading as Dales & Vincer, Harwich Street, Whitstable, Kent, late Barleys Yard, Borstal Hill, Whitstable. Cartage Contractors. December 17th, 1923. All debts by Fred Dale and Frederick Wm. Dale.

PERCY JOHN AMBROSE and HENRY WILLIAM VINCENT, trading as the Etchingham Motor Trading Company, Etchingham, Sussex. Haulage Contractors, etc. October 12th, 1923. All debts by Henry William Vincent.

ANDREW GORDON SARAH and JOSEPH STUDHOLME SERGINSON, trading as A. G. Sarah & Serginson, Motor Haulage Contractors, 158 Stonehouse Street, Clapham, S.W.4. 4th October, 1923.

CHARLES LESLIE SLACK and ARCHIBALD JOSEPH THORN, trading as Beeline of Transport. Haulage Contractors. Thorney Garage, Iver, Buckinghamshire. 31st December, 1923. All debts by Charles Leslie Slack.

SAMUEL PERKINS, Junior, and FREDERICK WILLIAMS, trading as Perkins & Williams. Carriers. 1 Simms Street, Salford. 12th January, 1924. All debts by Samuel Perkins, Junior.

LEONARD SMITHIES and JAMES SYKES, trading as Joe Smithies & Son. Carriers, etc. Salendine Nook, Huddersfield. 11th January, 1924. All debts by Leonard Smithies, who will continue.

THOMAS WALTON, CYRIL WALTON and ERNEST WARBURTON, trading as E. Warburton & Co., Motor Transport Carriers, 6 Woodbine Street, East, Rochdale. 4th January, 1924. All debts by Thomas Walton and Cyril Walton.

New Companies.

George Davies and Son, Ltd. (194,641).—Private Company. Registered December 21st. Capital £20,000 in £1 shares. To acquire the business of a master carter and forwarding agent now carried on by Ellen L. Davies, at 2 Strand Street, Liverpool, as "George Davies and Son." The first directors are: Mrs. Ellen L. Davies (permanent), J. T. Miller. Qualification £100 shares. Remuneration £250 each, per annum. Secretary: A. D. Dean. Registered office: 2 Exchange Street East, Liverpool.

Ounsdale Estate, Ltd. (194,497).—Private Company. Registered December 17th. Capital £2,000 in £1 shares. To adopt an agreement by F. J. Chidley to purchase from W. and S. Foster (1912), Ltd. (in voluntary liquidation), and T. E. Lowe, its liquidator, certain sand beds and effects at Ounsdale, near Wolverhampton, to carry on the loam sand business as formerly carried on by the said company, and that of haulage contractors, carters and carriers by canal or otherwise, etc. The first directors are: W. F. Fletcher, J. Fletcher, S. W. B. Stephen, H. Boot, T. Jones, F. Critchley, J. Lowry, F. C. Lowe. Qualification £50. Secretary: F. C. Lowe. Registered office: Park Villa, Wharfedale Street, Wednesbury, Staffs.

Yellow Bus Co., Ltd. (194,551).—Private Company. Registered December 19th. Capital £1,000 in 10,000 deferred shares of 1/- each, and 500 ordinary shares of £1 each. To adopt an agreement with C. W. Binet, and to carry on the business of motor contractors and omnibus and taxi-cab proprietors as formerly carried on by the vendor at Regent Square, W.C., and that of haulage and transport contractors, carriers of passengers and goods, etc. The first directors are: C. W. Binet (permanent governing director), Bessie Ratcliffe. Qualification £1. Registered office: 42 Regent Square, Gray's Inn Road, W.C.

Mack Transport and Clearing House, Ltd. (194,184).—Private Company. Registered December 4th. Capital £2,000 in 1,500 6 per cent. cumulative participating preference shares of £1 and 10,000 deferred of 1/- each. To acquire the business of general transport and haulage contractors, clearing house proprietors, etc., carried on at 123 Brookwood Road, Wandsworth, as "Barcole Transports." The first directors are: J. W. Paine (permanent managing director), P. Cole, E. A. Wiles. Qualification £100 shares. Secretary: Eleanor Barford. Registered office: 123 Brookwood Road, Southfields, S.W.18.

S. Morris and Sons (Leeds), Ltd. (194,124).—Private Company. Registered December 1st. Capital £2,000 in £1 shares. To adopt an agreement with S. Morris, A. Morris and J. Morris, and to carry on the business of cabinet makers, upholsterers and furniture manufacturers and dealers as formerly carried on by them at 19-28 Back Rockingham Street, Woodhouse Lane, Leeds, and that of house decorators, painters, manufacturers of and dealers in household, office, picture house and theatre furniture and fittings, estate and house agents, builders, contractors, furniture removers, carriers, owners of depositories, etc. The permanent directors are: S. Morris, A. Morris, J. Morris. Qualification £300. Remuneration of chairman £312 per annum; of other directors, as fixed by the Company. Solicitor: J. S. Walsh, Vince's Chambers, Victoria Square, Leeds.

C. Crawley, Ltd. (194,289).—Private Company. Registered December 8th. Capital £4,000 in £1 shares. To take over the business of a lighterman, barge owner and contractor carried on by Mrs. E. Metcalf, as "Charles Crawley," at 370 Commercial Road, Stepney, and at Gravesend, Kent, and elsewhere. The first directors are: Mrs. E. Metcalf (chairman), T. Metcalf (managing director). Remuneration as fixed by the Company. Secretary: S. Bennett. Registered office: 370 Commercial Road, Stepney, E.

A. Levett, Junior and Co., Ltd. (194,127).—Private Company. Registered December 1st. Capital £100 in £1 shares. (97 10 per cent. cumulative preference and 3 ordinary). To carry on the business of motor and cab proprietors, haulage contractors, carriers, etc. The permanent directors are: P. Baxter, F. Caukill, J. Quinnell. Remuneration (except managing director) £50 per annum, divided between them. Secretary: F. Caukill. Registered office: 2a Dornberg Road, Blackheath, S.E.

Huxham and Co., Ltd. (194,799).—Private Company. Registered January 1st. Capital £20,000 in £1 shares. To take over the business of carriers carried on by Huxham and Co. The first directors are: F. S. Huxham, F. S. Huxham, junr., P. R. Turner. Qualification £500. Remuneration as fixed by the Company. Office: 7, 8 and 9 Sutton Road, Plymouth.

D. Prattley and Sons, Ltd. (194,822).—Private Company. Registered January 2nd. Capital £5,000 in £1 shares. To carry on the business of manufacturers of and dealers in motor cars, cycles, carriages and vehicles of all kinds, carriers of passengers and goods, furniture removers, etc. The first directors are: D. Prattley, J. Prattley, Mrs. M. J. Brocklehurst, C. Prattley. D. Prattley is permanent governing director. Qualification 100 shares. Sec-

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retary: J. Prattley. Registered office: 1 Canal Street, Burnley.

Co-operative Haulage Co., Ltd. (194,869).—Private Company. Registered January 4th. Capital £100 in £1 shares. To carry on the business of general haulage and transport contractors, garage proprietors, railway agents, carriers by land, water or air, shippers, agents, dealers in motor and other transport vehicles, etc. The permanent directors are: G. Mabey, G. Hicks, W. Mc Diarmid. Secretary: W. McDiarmid. Registered office: 198 Merton Road, Wandsworth, S.W.18.

Red Rose Motor Services, Ltd. (194,888). — Private Company. Registered January 4th. Capital £6,000 in £1 shares. To carry on the business as indicated by the title. The permanent directors are: D. J. James (chairman), R. T. Davies (managing director), I. G. Pugh, E. Owen, J. Pugh. Qualification £1,000 shares. Secretary J. Pugh. Registered office: 3 Thames House, Queen Street Place, Queen Street, E.C.4.

R. T. Motor Services, Ltd. (12,968).—Private Company. Registered in Edinburgh, January 10th. Capital £2,000 in £1 shares. To carry on the business of carriers of passengers and goods, caterers for and organisers of motor, aerial and other pleasure and general transport services, proprietors of public garages, etc. The first directors are. E. Thomson, H. M. Drysdale. Secretary: E. Thomson. Registered office: 16 Princes Street, Edinburgh.

Teign Valley Transport Co., Ltd. (195,059).—Private Company. Registered January 12th. Capital £2,000 in £1 shares. To carry on the business as indicated by the title. The first directors are to be appointed by the subscribers. Qualification 100 shares. Remuneration as fixed by the Company. Secretary: W. H. Graham. Registered office: Cross Lane, St. Austell.

Bolton Associated Motor Coaches, Ltd. (194,910).—Private Company. Registered January 7th. Capital £500 in £10 shares. To carry on business as motor coach booking agents, tourist agents and caterers, vendors, proprietors, dealers, manufacturers and repairers of omnibuses, chars-a-banc, motor cars, wagons, aeroplanes, cycles and steamships, general carriers by land and sea of passengers and goods; to protect the interests of motor coach owners, who are shareholders, etc. The first directors are: T. E. Wilson (managing director), T. Snaylam, A. R. Parry, W. Dobson, J. T. Walker, A. Christy, F. Lomax. Qualification £10. Registered office: 13 Mawdsley Street, Bolton.

D. and A. Cullen, Ltd. (12,991).—Private Company. Registered in Edinburgh, January 24th. Capital £2,000 in £1 shares. To carry on the business of carters, common carriers, owners, hirers, builders and manufacturers of carts, vans, lorries, coaches, etc. The first director is Miss B. M. Cullen. Qualification 50 shares. Registered office: 27 Hawthorn Street, Glasgow.

Knight and Roberts (1924), Ltd. (195,310).—Private Company. Registered January 25th. Capital £1,000 in £1 shares. To acquire the business of a carrier, forwarding agent and express parcel deliverer, now carried on by G. L. Layfield, at 32 Cleveland Square, Liverpool, as "Knight and Roberts." The permanent directors are: G. L. Layfield, A. O. Roberts. Qualification £100 shares. Remuneration as fixed by the company. Registered office: 21 and 23 Upper Milk Street, Liverpool.

M. H. Abbott and Co., Ltd. (195,140).—Private Company. Registered January 17th. Capital £3,000 in £1 shares. To adopt an agreement between G. W. Abbott and G. S. Abbott of the one part and F. R. D'Oyly Monro of the other part, and to carry on the business of coal merchants and factors, cartage and removal contractors, general carriers, railway and forwarding agents, warehousemen, bonded and common carmen, steam and general laundry proprietors, etc. The first directors are: G. W. Abbott (permanent), G. S. Abbott. Qualification 100 shares. Registered office: 645a High Road, Leytonstone, E.11.

King and Voke, Ltd. (195,250). — Private Company. Registered January 23rd. Capital £500 in £1 shares. To carry on the business of garage proprietors, proprietors and letters on hire of motor cars, chars-a-banc, cabs, vans, wagons, lorries and omnibuses, etc. The permanent directors are: W. J. Voke, A. G. King. Qualification £5 shares. Remuneration £20 per annum, divided between them. Solicitors: Gwynn, Onslow and Soars, Bristol.

Charles Harding (Plymouth), Ltd. (195,175).—Private Company. Registered January 18th. Capital £20,000 in £1 shares. To acquire the business carried on by C. Harding, at Mutley, Plymouth, and to carry on the business of house furnishers, decorators, cabinet makers, factors, commission and house agents, furniture removers and general carriers, auctioneers, valuers, etc. The first directors are: Charles Harding (permanent managing director), Catherine Harding, Charles Harding, junior, A. W. Harding. Qualification 50 shares. Remuneration as fixed by the company. Registered office: 83 Mutley Plain, Plymouth.

North Staffs Haulage Contractors' Clearing House, Ltd. (195,190).—Private Company. Registered January 19th. Capital £500 in £1 shares. To carry on the business as indicated by the title. The first directors are: W. Stonier, H. Morris, J. Henshall, J. Oakes, W. Adams, J. L. Mayer, J. W. Evans. Qualification £10 shares. Remuneration £1 each per annum. Secretary: S. Ball, 18 Derby Street, Burslem. Registered office: Broad Street Chambers, Hanley, Staffs.

South of Scotland Motor Co., Ltd. (12,981).—Registered in Edinburgh, January 18th. Capital £25,000 in £1 shares. To take over the business of motor bus and char-a-banc proprietors, now carried on by R. Percival, at Dumfries. The first directors are: W. Gibson, W. Halliday, J. C. McGeorge, junr., W. P. Meeson, R. Percival, J. F. Scott, J. Thomson. Minimum cash subscription £10,000. Qualification £500. Remuneration £50 per annum. Secretary: J. B. Carruthers. Registered office: 8 English Street, Dumfries.

Henry James Wilkinson (Whalley), Ltd. (195,185).—Private Company. Registered January 19th. Capital £2,000 in £1 shares. To take over the business of a coal merchant, colliery agent and haulage contractor formerly carried on by H. J. Wilkinson as "Henry James Wilkinson" at High Lawn, Mytton Road, Whalley, Lancs., and to carry on the same and the business of taxicab and garage proprietors, etc. H. J. Wilkinson is first director. Qualification 25 shares. Remuneration as fixed by the company. Registered office: High Lawn, Mytton Road, Whalley, Lancs.

New Ship Garage Brighton, Ltd. (195,078).—Private Company. Registered January 14th. Capital £100 in £1 shares. To take over the business of a motor and general engineer and repairer and garage proprietor, carried on by E. O. Jones, at Ship Street, Brighton, as the "New Ship Garage," and to carry on the same and the business of haulage contractors, general carriers, carters, railway and forwarding agents, omnibus and cab proprietors, bonded and common carmen, etc. The permanent directors are: E. A. Jones, F. J. Morris. Qualification £20. Remuneration £50 per annum, divided between them. Secretary: F. J. Morris. Registered office: New Ship Garage, Ship Street, Brighton.

Nelsons Express Co., Ltd. (195,389).—Private Company. Registered January 29th. Capital £1,100 in £1 shares. To carry on the business of organisers of holiday or other excursions at home and abroad, British and Continental travel agents, shipping, steamship and aeroplane agents, transport contractors and general carriers, garage proprietors, etc. The permanent directors are: E. Geurts, G. O. Fulkes, P. Talbot, F. J. James. Qualification £50 shares.

Transunion (London) International Forwarding Co., Ltd. (195,395).—Private Company. Registered January 29th. Capital £10 in 1/- shares. To carry on the business of shippers, shipowners, shipping and forwarding agents, carriers by sea, river, canal, road, railway, air or otherwise, etc. The provisional directors are: N. W. Hutchinson, P. A. Erismann, C. D. Christopher. Secretary: N. W. Hutchinson, 2 Millbank House, Westminster, S.W.1.

Continental Forwarding and Shipping, Ltd. (195,375).—Private Company. Registered January 29th. Capital £10 in 1/- shares. To carry on the business of shippers, shipowners, shipping and forwarding agents, carriers by sea, river, canal, road, railway, air or otherwise, etc. The provisional directors are: N. W. Hutchinson, P. A. Erismann, C. D. Christopher. Secretary: N. W. Hutchinson, 2 Millbank House, Westminster, S.W.1.

C. M. Chaundler, Ltd. (195,350).—Private Company. Registered January 28th. Capital £1,000 in £1 shares. To carry on in the U.K., British Colonies or dependencies or elsewhere, the business of transporters of passengers, materials, goods, wares and merchandise, by land, water or air, insurance brokers, railway, forwarding and passenger agents, removal, freight and haulage contractors, warehousemen, wharfingers, shipping agents, shippers, builders' merchants, dealers in timber and building materials, builders of motor vehicles, aeroplanes, etc. The first directors are: C. M. Chaundler, Mrs. I. C. Furse. Qualification 50 shares. Registered office: The Gwinease, Mevagissey, Cornwall.

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Mortgages, Charges and Satisfactions.

Barton Warehouses, Ltd.—Mortgage on freehold premises Nos. 4, 5 and 6 St. James' Barton, Bristol, dated October 18th, 1923, to secure all moneys due or to become due from company to the Westminster Bank, Ltd.

Richard Percival, Ltd.—Mortgage on 1, 5 and 7 Leather Street, Carlisle, with power, trade, machinery and fixtures, etc., dated November 12th, 1923, to secure all moneys due or to become due from company to London Joint City and Midland Bank, Ltd.

Oxford Motor Carriers and Repairers, Ltd.—Debenture dated November 24th, 1923, to secure £2,400 charged on the company's undertaking and property, present and future, including uncalled capital. Holder: S. Cornish, "The Lindens," Abingdon, Berks.

Walton's Carriers, Ltd.—Deposit on November 29th, 1923, of deeds of houses, offices, land and property in Stockton-on-Tees, to secure all moneys due or to become due from the company to Lloyd's Bank, Ltd., not exceeding £5,000.

Robert Berry and Co., Ltd.—Debenture dated December 6th, 1923, to secure £167, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: H. G. Pace, 19b Rhodesia Road, Stockwell, S.W.

R. C. Eller, Ltd.—Debenture dated November 20th, 1923, to secure any amounts which the holder may be called upon to pay under his guarantee to the company's bankers, not exceeding £5,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: C. T. Dickens, The Chestnuts, Putney Hill, S.W.

Guardian Transport and Wharfage, Ltd. — Debenture to bearer dated December 12th, 1923, to secure £385, charged on the company's undertaking and property, present and future, including uncalled capital.

Roadway Services, Ltd.—Particulars filed of £5,000 debentures authorised November 12th, 1923, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £2,500.

Christopher Pratt and Sons, Ltd.—Mortgage dated December 17th, 1923, to secure £1,890 3s. 5d., charged on various properties in Bradford. Holders: Rev. W. G. Dawson, 50 Victor Road, Bradford, and H. C. Hunt, Bradford.

Archie E. Moss, Ltd.—Mortgage dated November 28th, 1923, to secure £2,300, charged on certain properties in Loughborough. Holders: Miss A. J. Moss, Aingarth, Leicester Road, Loughborough, and Mrs. F. Coltman, same address.

Oxford Motor Carriers and Repairers, Ltd.—Satisfaction in full on November 24th, 1923, of debentures dated December 5th, 1922, securing £2,000.

Carter and Lidstone, Ltd.—Satisfaction in full on November 18th, of debentures dated May 18th, 1923, securing £400.

Pickfords, Ltd.—Conveyance dated November 2nd, 1923, as substituted security (supplemental to indenture dated May 16th, 1912, securing £13,444) charged on various properties in Maidstone, Folkestone, Lowestoft and Brighton. Holder: L. H. Baxendale, Greenham Lodge, Newbury. Also conveyance of same date as substituted security (supplemental to indenture dated May 17th, 1912, securing £260,000 debenture stock) charged on the above-mentioned properties. Trustees: Legal and General Assurance Society, Ltd., 10 Fleet Street, E.C. Also mortgage of even date as substituted security (supplemental to indentures and further charge respectively dated May 12th, 1912, and April 8th, 1918, securing £146,500 of which £128,032/8/4 is outstanding) charged on the same properties. Holders: Legal and General Assurance Society, Ltd.

National Deliveries, Ltd.—Debenture dated November 29th, 1923, to secure £400, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: H. Wilds, 53 Sandringham Road, Waterloo, Liverpool.

Receiverships (Appointment or Release).

Silver Star Services, Ltd.—R. H. Brade, of 110 Charing Cross Road, W.C., ceased to act as Receiver or Manager on November 13th, 1923.

Bath Haulage Co., Ltd.—E. H. Hawkins, of 4 Charterhouse Square, E.C., was appointed Receiver on December 11th, 1923, under powers contained in debentures dated March, 13th, June 21st and November 8th, 1922.

Knight Traction Co., Ltd.—C. F. Farmery, of 6 South Hill Park Gardens, Hampstead, N.W., was appointed Receiver on January 3rd, 1924, under powers contained in debentures dated January 30th, 1923.

Higgin, Ltd.—E. Royce, of 22 Cooper Street, Manchester, was appointed Receiver on January 11th, 1924, under powers contained in debenture dated February 15th, 1915.

Phillippo and Son, Ltd. — W. L. White, of Kennans House, Crown Court, Cheapside, E.C., ceased to act as Receiver or Manager on January 4th, 1924.

Pitt Sons and Castell, Ltd.—J. B. Gates, of 73 Cheapside, E.C.3., ceased to act as Receiver or Manager on October 4th, 1922. (Notice filed January 15th, 1924.)

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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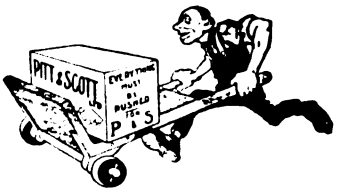

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

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NOTICES.

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Editorial Notes.

London Traffic Congestion.

London traffic congestion is a subject which is at present very much to the fore, both in Parliament and in the daily press. Sir Alfred Yarrow's scheme for an over-bridge at Oxford Circus has created much interest and has called forth many alternative schemes of varying degrees of merit; but as yet we do not appear to have reached a stage approaching a practical solution of the difficulty. Sir Alfred Yarrow's scheme, whatever its merits may be, is purely local in its application and though if it did prove successful similar bridges might be erected at other congested points, generally speaking traffic congestion would remain much as it is to-day. Much appears to be expected from the London Traffic Bill which we understand is to be introduced into the House of Commons during this month. It has for its object the setting up of a traffic advisory committee and it is possible that the Ministry of Transport may have some general idea as to what line the committee's investigation shall take. Probably there has never been a more difficult problem to solve than this one, because whatever suggestions are put forward, when they are carefully examined, it is found that the difficulties and objections to their being carried out are as great as the objections to the present state of affairs. Street widening, of course, is the ideal, but it can only proceed very slowly, far too slowly, in fact, to keep pace with the needs of the rapidly increasing traffic. Already in these pages we have given it as our opinion that there should be a concerted effort to spread the traffic over the 24 hours of the day, instead of restricting it, by force of circumstances, to the usual working hours. We think a great deal more merchandise traffic than at present might be dealt with during the hours when the streets are practically free from passenger traffic. In order to bring this about it would be necessary to call together representatives of large business houses so that they might examine into the possibilities of such a scheme. The London Chamber of Commerce would no doubt assist. It would be necessary for warehouses, wharves, and stores to be kept open during the night for collection and delivery purposes. The objection to doing this would, naturally, be the extra wages required for night work, but we think this would be largely counterbalanced by the speeding up of street traffic, that is to say, the point to point delivery would occupy much less time at night than during the day. Hitherto no serious attempt has been made to regulate or control street traffic other than making it keep its proper side of the street. Vehicles which are not really necessary are allowed on the streets. We can take the bus services as an instance. The London General Omnibus Company a couple of years ago asked for the sole rights to run buses over certain routes. Whilst we do not agree with monopolies, it is very obvious that such a monopoly would be less harmful and more comfortable for other street users than the present unrestricted competition. The position at present is chaotic and a striking example of how competition may not always be good for the community. But there are other ways of preventing abuse in this direction, than by granting monopoly. The number of bus licences, for instance, might be definitely fixed for a given period and there might be some regulation with regard to competition on various routes. The London General Omnibus Company undoubtedly has ground for complaint when it complains of competition on main routes, already adequately served by them. In order to fight this competition they probably put two extra buses on the route for every one their competitors put there, and, therefore, each bus competing means three buses more than are necessary. An adequate passenger service is all the public requires and it is surely possible to institute some form of control whereby neither the bus proprietors nor the public would suffer. The public suffers just as much by over competition as by inadequate service. The same may be said with regard to the number of taxi-cabs on the streets; there are probably far more than are actually required, and "crawling" for fares is another matter which should be classed as a nuisance. The horse-drawn vehicle is continually being attacked as one of the principal contributory causes to congestion and it has been

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suggested that it should be banned from the streets. This may be a very good policy and one which should be put into practice as soon as a mechanically propelled vehicle is produced as adaptable to a variety of conditions more or less peculiar to London and which can be worked as economically as the horse-drawn vehicle and when it can be proved that such a vehicle is less obstructive to other traffic than the horse-drawn vehicle. Such a stage has not yet been reached in mechanical vehicle design of this type. When such a vehicle does make its appearance there will be no need to ban the horse; it will disappear automatically. Great road transport firms and the transport departments of great business firms do not continue to employ the horse for sentimental reasons but because it fulfils their requirements better than alternatives at present available.

To assist in unravelling the traffic tangle it would be advantageous to have aerial photographs taken of congested areas at various hours of the day, also a traffic census should be taken covering each hour of the day through the whole 24 hours. Furthermore, some kind of classification of the traffic should be made. The aerial photographs would help to show how traffic streams might be diverted into other streets, whilst the hourly traffic census when analysed would help when considering the possibilities of spreading the traffic over the 24 hours. The immediate problem is how to make the very best use of existing conditions pending the provision of wider streets, overhead or underground routes. There are several facts which must be faced and it must be recognised that whenever new regulations are imposed they will create inconvenience and possibly hardship, particularly in the initial stages. London traffic cannot be readjusted so as to satisfy everyone, but the public will have to realise that it is necessary to conform to some new organisation rules and that more is likely to be lost by continuing under present conditions than by submitting to some well-considered organisation. In conclusion, it would, we consider, be a great mistake to allow representatives of the great London traffic interests to be members of a Government committee because they would be less than human if they were impartial. They should be required to give evidence, but for no other purpose.

Theft and Pilfering in U.S.A.

We publish a letter in our correspondence columns from the National Team and Motor Truck Owners' Association of St. Louis, Mo., U.S.A. This Association is promoting a Bill in the House of Representatives, the object of which is to obtain more powers for the protection of merchandise in transit. It appears that, in the United States, they are in an even worse predicament in this respect than we are in so far that if the thief or thieves get away into another State with their booty, the State laws do not provide for the summoning of witnesses from one State to another and, therefore, the thieves have a very excellent chance of escaping punishment. Furthermore it appears that haulage contractors and carriers of all classes all come, more or less, under the category of "Common Carrier" and are held responsible for the loss of goods and even vehicles, under all circumstances.

We sympathise with our American friends but it appears to us that, except in the matter of subpœnaing witnesses, our own laws are not very definite as to what constitutes a "common carrier." No haulage contractor is entirely sure as to what the result will be, should he have occasion to fight a case in the courts, concerning responsibility for loss of goods carried. In one instance he may be ruled a "common carrier" and in the next case he fights he may get a different ruling and in all these cases the verdict turns on that one point. It says very much for the honesty of the British public, however, that insurance against loss by theft does not cost so much as to be practically prohibitive. There is another very interesting point in our correspondent's letter where he states that when a vehicle is hired out the owner or drayman, in the State of Illinois is ruled as a "common carrier" and he is responsible for the vehicle and the goods carried, although hired out by the hour or day and the owner has neither knowledge as to where the vehicle is destined to carry nor of the goods it is to carry. Even in this country the law in this respect is not entirely clear. When a firm hires a vehicle at so much per hour or per day, or even on a mileage basis, it would seem only logic to regard the vehicle for the period during which it is hired, as belonging to the person who has hired it. We believe that this argument generally holds good but not always. In a case two years ago, for instance, a merchant hired a vehicle from a haulage contractor together with a driver; a load of goods was placed on the vehicle and orders given to deliver them to a certain place. In the course of the journey the driver left the vehicle in the street for a few minutes unattended, and on his return found the vehicle had disappeared. The owner of the goods sued the owner of the vehicle for the value of the goods lost, and won his case because negligence was proved against the driver. Had the owner of the vehicle known that he would be held responsible for the goods carried, then, of course, it would have been up to him to take measures to protect the goods by providing a second man or attendant; but as it was he knew nothing either as to what the vehicle was to carry or what was its destination after leaving the premises of the firm to which he hired it out. One would imagine that in a case like this the owner of the goods should be required to take measures to ensure their safety during transit. The condition of the contract should, at least, be thoroughly understood between the two parties entering into agreement, as the quotation is based on the amount of service to be rendered.

Anti-Splash Devices.

We have always taken the attitude that compulsory fittings to prevent mud-splashing would constitute an unfair tax on owners of motor vehicles of all classes. For the sake of just a few days a year when, owing to peculiar weather conditions, the roads become sufficiently slushy to constitute a nuisance when high speed traffic is passing over them, the motor owner would be required to meet an expenditure of anything from £15 per year upwards. It would be grossly unfair to make such an expenditure compulsory, and, moreover, the careful pedestrian can generally avoid the splash with the exercise of a little care. Continual improvement to the surfaces of the road and streets is also taking away the necessity for such fittings. There is nothing like experience, however, to change a person's opinion, and as we have recently had a little mud-splashing experience we are inclined to think there should be some measures taken to prevent it. One morning recently, when the narrow street of the hamlet in which we live was about one-inch deep in slush, composed of melting snow, a driver of a tradesman's light van evidently took delight in driving at full speed along the centre of the road, smothering all and everyone with mud as he passed. It would be advisable for owners of vehicles to warn their drivers against behaving thus offensively, and further, though we do not know whether or not the police have the necessary authority, a summons and stiff fine might have the effect of showing irresponsible drivers that they cannot behave so offensively with impunity. If the compulsory splash guard is to be avoided, it will be well for the motorist to drive with decent regard for other road users.

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National Road Transport Employers' Federation.

THE Annual General Meeting of the National Road Transport Employers' Federation was held in London on Wednesday, the 5th March, 1924.

Mr. G. A. Dutfield, J.P., President, was in the Chair, and amongst those present were Messrs. J. G. Corfield (Bristol), W. Edwards, C. A. Still, A. Smith and H. Prescott (Liverpool), A. Collings (Plymouth), T. Hawkins and L. C. Tipper (Birmingham), J. H. Turner, F. Hoar and N. F. Wentworth (London), J. I. Stonehouse (Leeds), T. Abbott and H. H. Robinson (Manchester), J. Chettle and L. Alderman (Nottingham), H. Leedham and W. H. Perry (Leicester), and H. J. Sharpley (Sheffield).

Apologies for absence were received from Messrs. H. P. Currie, O. C. Power and W. T. Roberts.

The Minutes of the last Annual General Meeting, which had been published in the WORLD'S CARRIERS, in April, 1923, were taken as read and confirmed.

The Balance Sheet for the year ending 31st December, 1923, was presented to the Meeting and adopted.

All offices were then declared vacant and the Meeting proceeded to elect the officers for the ensuing year.

Mr. J. H. Turner, in proposing the re-election of Mr. G. A. Dutfield as President, spoke in eulogistic terms of the work he had done on behalf of the Federation and the trade in general. The proposal was seconded by Mr. Edwards and carried unanimously.

A letter was read from Mr. W. Hercock, of Leicester, to the effect that, as he had resigned the Presidency of his local association, that association now nominated Mr. H. Leedham its new President, as its representative to the Federation. Several members present spoke of the excellent work Mr. Hercock had done in the interests of the trade, and it was the unanimous wish of the members that he be re-elected a Vice-President of the Federation, and that a letter be sent him thanking him for his past services.

The following were re-elected as Vice-Presidents:—Messrs. J. G. Corfield, H. P. Currie, W. Edwards, P. Abbott, T. Hawkins, W. Hercock, O. C. Power, J. I. Stonehouse, G. T. Tuke, J. H. Turner, L. C. Tipper and N. F. Wentworth.

Mr. N. F. Wentworth was unanimously re-elected Honorary Treasurer.

The following were elected Members of the Council:—Messrs. A. Smith (Birkenhead), T. Nichols (Bristol), Evan Jones (Cardiff), H. Haigh (Huddersfield), T. W. Padgett (Hull), H. Leedham (Leicester), C. A. Still, W. T. Roberts and H. Prescott (Liverpool), F. Hoar and T. L. Kinton (London), H. H. Robinson (Manchester), J. E. Chettle and L. Alderman (Nottingham), A. Collings (Plymonth), H. J. Sharpley (Sheffield), and N. Corbett (North Staffs).

Members present were reminded that, at the last Annual General Meeting a Resolution had been passed approving of the terms of a Bill entitled the Industrial Councils Bill, which proposes to make binding upon the whole of any Industry, on application by the Joint Industrial Council or Interim Reconstruction Committee concerned, and subject to certain conditions, Wages Awards or Agreements or arrangements as to Working Conditions made or confirmed by such Joint Industrial Councils or Interim Reconstruction Committees.

This measure is being promoted by the Association of Joint Industrial Councils and Interim Reconstruction Committees, and has been introduced into Parliament by Mr. F. Murrell, M.P., and its second reading is down for May next.

It seeks the promotion of Joint Industrial Councils for the purpose of facilitating concord between employers and workers, and empowers the Minister of Labour at the request of an association of employers or workers in any industry to convene a conference of representative employers and workers in that industry with a view to the establishment of a Joint Industrial Council, and the Minister may at the request of such conference afford such assistance as may be practicable.

Where such Industrial Council has been approved by the Minister it shall be recognised as the official channel in all matters affecting that industry between the Government, employers and workers.

The primary objects of such an Industrial Council are:—

1. The better utilisation of the practical knowledge and experience of the workpeople.
2. Means for securing to the workpeople a greater share in and responsibility for the determination and observance of the conditions under which their work is carried on.
3. The settlement of the general principles governing the conditions of employment, including the methods of fixing, paying and readjusting wages, having regard to the need for securing to the workpeople a share in the increased prosperity of the industry.
4. The establishment of regular methods of negotiation for issues arising between employers and workpeople, with a view both to the prevention of differences, and to their better adjustment when they appear.
5. Means for ensuring to the workpeople the greatest possible security of earnings and employment, without undue restriction upon change of occupation or employer.

The Industrial Council may apply to the Minister for an order giving effect to every recommendation of the Council, and such order may apply to the whole industry or any part thereof, and shall (subject to certain provisions) have effect as if it were an Act of Parliament.

It will be recalled that a Joint Industrial Council for the Road Transport Industry was established in 1918, and much useful work could have been accomplished by its machinery, but owing to the inability of the Minister to give statutory effect to the findings of the Council upon such wages and working conditions as were then mutually agreed the work of the Council was nullified and it ceased to function.

Without exception the Meeting re-affirmed its approval of the principles contained in the Bill and recommended all affiliated Associations to use every endeavour to secure the passing of the Bill by approaching their various Members of Parliament and enlisting their support.

The attention of members was drawn to a recent statement in the Press that the Government intends to introduce at an early date a Bill to give statutory effect to the terms of the Draft Convention of the International Labour Conference of 1919, for an eight-hour working day and a forty-eight hour working week for employees in industrial undertakings. The Draft Convention was brought before the House of Commons in a previous Government and the House then refused to ratify it. Under such a Bill it would be illegal to work any overtime beyond the maximum hours except in the specific cases specified in the Convention, and in these cases the maximum hours of overtime would be fixed by the State. The matter was one of great importance to the Road Transport Industry as the term "Industrial undertaking" includes under Article 1 (d) of the Draft Convention "Transport of passengers or goods by road, rail, sea or inland waterway, including the handling of goods at the docks, quays, wharves or warehouses."

It was unanimously agreed that the application of a limited eight-hour day or forty-eight hour week could not be rigidly applied to the road transport industry, and that as the industry was already governed by Agreements fixing hours and working conditions such a measure was quite unnecessary and if introduced should be opposed.

On the question of organisation of districts and the fusion of the various interests representing road transport a report upon twelve months co-ordinated work in the Manchester Area was read. From 1st January, 1923, the Manchester Area of the Commercial Motor Users' Association adopted a fusion of interests with the Manchester Transport (Owners') Association, Ltd., simultaneously with the Amalgamated Horse & Motor Owners' Association, Ltd., for the South East Lancashire Area. The arrangements have operated very smoothly and met with general satisfaction from the whole of the membership. At the beginning of the year a very few horse owners resigned and three motor owners, but the fusion scheme was the reason put forward by only one member.

The membership in Manchester in 1922 was 213 C.M.U.A. members, and under the fusion scheme this was increased in the same area to 444 at 31st December, 1923. This is an increase of 100 per cent. The membership of the M.T.O.A. in 1922 was 210, and this has increased within its jurisdiction to 309 at 31st December, 1923. This is an increase of 50 per cent. It is necessary to record that the increase of only 50 per cent. in the Trade Section (as against 100 per cent. in the Commercial Section) is largely due to the number of small haulage contractors, etc., who have gone out of business during the year owing to trade depression, whereas this is not so with private owners of vehicles.

As regard the working of the scheme itself there has been a great saving of time to the officials and much greater efficiency in giving to the members the fullest possible service through the benefits of the organisation. It has also been found that the local authorities have been ready to confer on matters of interest and representations made on local matters have received prompt attention instead of, as formerly, waiting until two or three organisations had made representations upon the same matter.

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Another important advantage is the feeling of unanimity amongst vehicle owners generally, and the greater interest taken in the organisation.

From the experience in the year the officials and committee in the area strongly recommend the adoption of the scheme on a national basis as early as possible, and having regard to the fact that the details took three years to explore thoroughly, the other Areas in the country should apply themselves to careful consideration of the scheme in respect of their own Area.

Nearly 500 firms have been registered for approach to accept membership as the result of propaganda during the year 1923, and it is hoped that something like half these will be induced to accept membership during the year 1924.

Having regard to the fact that during the year 1923, trade throughout the whole of Lancashire and Cheshire has been considerably depressed, the result of the first year's working of the scheme is most satisfactory.

It was agreed that the development must come through the local organisations before any movement can be made nationally.

The taxation of mechanically-propelled vehicles was considered and the present position was reported on by the representatives on the Standing Joint Committee of the Mechanical Road Transport Associations.

The Secretary referred to correspondence with the Chiswick Urban District Council relating to the action of that body hiring out vehicles to private traders, and it was agreed that the matter should be prosecuted further with a view to getting an injunction.

Census of Traffic.—The Report of the Census of Traffic on Class 1 Roads in Great Britain which was undertaken by the Ministry of Transport, in August, 1922, is now available. Copies (price 1/-) may be purchased through any bookseller or directly from H. M. Stationery Office. This Report, which includes Tables of Statistics of Traffic, Diagrams, Charts and two Maps, records in a condensed form the principal results of the first attempt in this country to gather statistical information as to the nature, density and weight of traffic on the more important roads of the country as a whole. A similar Census of Traffic on Class 2 Roads was taken in August, 1923, and the Report thereon will be available at an early date. It is proposed to repeat the census both on Class 1 and Class 2 Roads at regular intervals.

Canadian National Railways.—We are officially informed that Mr. W. J. Black, London Manager, Department of Colonisation and Development, of the Canadian National Railways now includes in his sphere the continent of Europe with the title of European Manager, Department of Colonisation and Development, and headquarters at 17-18 Cockspur Street, London, S.W.

Speedy and Sure.—We have received a copy of a most interesting leaflet issued by Messrs. Carter, Paterson & Co., Ltd., giving particulars of their organisation for dealing with merchandise at home and abroad. The leaflet gives a list of their depots and particulars of their system and is well illustrated and also gives useful postal information.

British Empire Exhibition 1924.—We have received a copy of a new booklet giving the latest information of a general character about the Exhibition with a plan of the grounds. We have also received a list of the exhibitors in the United Kingdom Section which shows the comprehensive nature of the Exhibition as far as the United Kingdom is concerned.

World Motor Transport Congress.—We have received advance particulars of the World Motor Transport Congress which is to be held at Detroit, Michigan, U.S.A., from May 21st—24th next. The mission of the Congress, as stated in the booklet which has been issued, is to create, through co-operative helpfulness of all countries, a better appreciation of the economic progress contributed by the motor vehicle; and to provide international understanding of factors on which depends the achievement of a motorised world with its resultant benefits to mankind. The Congress is being held under the auspices of the National Automobile Chamber of Commerce, 366 Madison Avenue, New York. An influential organisation of officers, directors and committee has been formed and the programme is a very comprehensive one. The headquarters of the Congress will be at the Hotel Statler, Detroit.

Rotherham Corporation Tramways Committee has considered the question of the competitive services on the Greasbro' bus route and the Maltby trolley vehicle route, and appointed a sub-committee with power to arrange for additional services being run and to make any alterations in fares as deemed necessary to deal with competitive services.

Transport Men of To-day. No. 1.

George A. Dutfield, J.P.

Mr. George A. Dutfield, who is the senior partner in the firm of H. & G. Dutfield, Cartage and Motor Haulage Contractors, Upper East Smithfield, London, occupies a leading position in the road transport industry as President of the National Road Transport Employers' Federation, the London Cartage and Haulage Contractors' Association and the London Cartage and Haulage Contractors' Provident Institution. In addition to these important trade duties he served as Mayor of Stepney in 1910-11, as Alderman of Stepney from 1911 to 1915, and as a member of the London County Council from 1913 to 1915. Mr. Dutfield has been President of the London Cartage and Haulage Contractors' Association since the year 1915, and President of the National Road Transport Employers' Federation since its formation in 1918. The Provident Institution connected with the

GEORGE A. DUTFIELD, ESQ., J.P.

Cartage and Haulage Trade, of which he is also President, has done splendid work on behalf of those members of the trade who have fallen upon bad times and have needed assistance.

During the war Mr. Dutfield served on a number of important committees including the Army Forage Committee; the Central Council Forage Department, Civil Supplies; the Committee for the Utilisation and Feeding of Horses; the Road Transport Board; the London Shipowners and Transport Workers Military Service Committee, acting as Chairman of the Cartage Section. He also represented the road transport industry on the National Industrial Council. Mr. Dutfield is a founder member of the Institute of Transport and was a member of the Council for the first three years of its existence, retiring by rotation in October, 1922.

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The Institute of Transport.

Fifth Annual Dinner.

THE fifth annual dinner of the Institute of Transport was held at the Savoy Hotel, London, on the 14th February, and the organisers of the function are to be heartily congratulated upon its success. The speeches were short and interesting, and when the toast list had been concluded there was still time for an excellent concert contributed to by Miss Dorothy Greene, Mr. Topliss Green and Mr. Will Kings with Mr. Edward Brightwell as accompanist. Whilst an excellent dinner was being served the Brightwell Orchestra played a number of enjoyable items.

Sir Joseph G. Broodbank, President of the Institute, was in the chair.

THE INSTITUTE OF TRANSPORT AND THE TRANSPORT INDUSTRY.

Mr. Harry Gosling, C.H., M.P. (Minister of Transport), who proposed the toast of "The Institute of Transport and the Transport Industry," said he must confess that for a moment or two he had felt in rather strange company until he looked around and found that after all there were in that great assembly many gentlemen he had met before and in other places (hear, hear). It was his privilege and pleasure to couple with the toast the name of their President, Sir Joseph Broodbank. He knew Sir Joseph as long ago as 1889 when there were dock strikes, and they had been associated together in transport ever since, and it seemed probable that in some way or other they would go along together for some little time yet and, he hoped, in double harness. Someone had said to him as he came into the room "Oh well, you know a good deal about transport," but when one thought one knew a good deal about transport it was then that one began to realise what a little one really did know about it (laughter). His experience proved to him that an Institute such as theirs was an absolute necessity. The problems of transport daily grew more acute and difficult, and they needed an Institution embracing the very best brains and skill to assist in the action that must be taken if they were to put things right. He was delighted to know that the Institute was providing for coming generations by looking after the students. That, of course, was the secret. Many of the older men were nearing the time for being scrapped and they must keep turning their minds to the young folks and see that they came along fully prepared and able, better able he hoped, to take the place of the older men. When he went into the Ministry of Transport he began to wonder what it was he was expected to take on. He found that just as the Institute of Transport had been trying to form a Union because that was what it was (laughter)—"Well (continued Mr. Gosling), if any of you have a doubt about it wait until some of your privileges are interfered with"—he found that just as members of their profession and its administrative bodies had got together in their own way on the unofficial side, so the Government had in the same way been getting together what he would call its forces, putting them under one roof and forming another Union, an amalgamation all to the good, because it was for the purpose of getting under one head and he supposed, to make it easier for the Minister of Transport to understand the duties he was supposed to perform. He had been connected with another branch of transport—on the men's side—and there again they found it necessary to break their old habits and to get together and form a great Institution, which they did not mind calling a Union, for the purpose of protecting their interests. He felt that these three great bodies—the Government, the Institute of Transport, which was really the official head of transport outside the Government, and the men, for they must discuss that side of it as the men had been educated up to the necessity of getting more together, were right in heading towards centralisation because all interests could then get together better and understand each other. He regarded the great problem of transport as one of the most vital things in the country and we could not prosper without it (applause).

The toast was cordially received.

THE THAMES TO SOLVE THE TRAFFIC PROBLEM?

Sir Joseph G. Broodbank, who was enthusiastically received upon rising to reply to the toast, said that he counted the Institute of Transport more than usually fortunate in that the new Minister of Transport should have made his first public appearance on the boards of the Institute. On its behalf he begged to thank the Minister of Transport for so arranging his programme, and also for the kind and appreciative words he had used about the Institute. Mr. Gosling had all his life been associated with what was the oldest transport industry in London, viz., that of the waterman and lighterman, and for many years he had been the honoured leader of the men who worked in river craft.

Mr. Gosling, on taking office, found himself faced with the urgent problem of traffic in London, and he (Sir Joseph) was wondering whether Mr. Gosling's unique experience would enable him to bring the river to aid him in its solution. No one had, so far, seriously explored the possibilities of the river to relieve some of the traffic pressure. Yet for long years the Thames was the principal highway of London through the Metropolis for both mankind and merchandise. Given proper piers and approaches, and powerful enough vessels, the advantages of the river were remarkable. Miles of highway broader than the broadest streets in the world—existing traffic negligible—no cross traffic, and therefore, no staff needed for regulation—a smooth surface which never required renewal or repair—no scavenging or drainage wanted—no unco-ordinated public authorities could tear the surface up and obstruct traffic for months together—a clean river, affording a passage at once healthful and interesting. He felt sure that Mr. Gosling's accession to office would give the river a chance of coming to the rescue of land congestion.

The Institute of Transport was founded, like the Ministry of Transport, at the psychological moment when the public mind became seized with the infinite importance of transport to the community, whether in war or peace, and with the imperative necessity of co-ordinating the instruments of transport. The Institute offered an area for the discussion of all developments of the transport industry, especially in their relation to one another. The Institute realised that there was not only room for all forms of transport, but that they were as indispensable to one another as they were to the community. Accordingly they had representatives of every form both in the Institute and on its Council. Their membership grew in numbers and quality every day. Of the greatest importance was the scheme for the education of younger officials in the economics, science and development of transport. Perhaps the Minister of Transport might think it a serviceable thing occasionally to let questions which perplex him have an airing at the Institute meetings; he would at least secure that the question would be treated from every point of view. "No one is for the party and all are for the State" was the ideal the Institute of Transport aspired to maintain and he trusted they had always lived up to it (applause).

OUR GUESTS.

The Rt. Hon. Sir William Joynson-Hicks, Bart., P.C., M.P., proposing the toast of "Our Guests," said that there was one word dropped by the Minister of Transport that made his flesh creep, it was the word "scrap-heap." That was where he (Sir William) was now, temporarily (laughter).

The Minister of Transport had told them that he was going to tackle the problem of London traffic, but if he would allow him to say so it was not a party question at all, and he would be glad to offer him any possible assistance in his power (hear, hear). It was a problem that must be tackled because it was quite certain that unless they cleared the streets of London some of the millions of visitors attending the great exhibition this year would never get to Wembley and would go back to the uttermost parts of the earth and say they had been to London and all they had seen was the most wonderful collection of traffic vehicles. We wanted our traffic regulated. There were great difficulties in the way but he was quite certain that the Institute of Transport and the various organisations connected with it would be only too pleased to place their knowledge at the disposal of the Minister of the day.

AIR TRANSPORT.

The Rt. Hon. Sir Samuel Hoare, Bart, P.C., M.P., replying to the toast, said he imagined it was his task to respond for his fellow guests for the reason that during the last eighteen months he had presided over the department connected with the most modern form of transport, namely, by air. During his term of office one of his chief ambitions was to do something to make British air transport take the place in the world that he had always felt the energy and initiative of the British nation demanded, and that a great service like the air should fill. In transport by sea and land the British nation had always taken the lead and he could not see why it should not take a lead no less distinguished in the field of the air. He hoped to see in the near future the Imperial Air Transport Company launched, under which he believed we should see very great developments in British Civil Aviation. He ventured to enlist the support of Mr. Gosling in that connection as also in that of a scheme for air transport by airship.

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THE CHAIRMAN.

The toast of "The Chairman" was proposed by Sir R. Francis Dunnell, Bart., K.C.B., and in replying Sir Joseph Broodbank referred to the valuable assistance rendered to the Institute by Mr. Shrapnell-Smith, Mr. J. Rostern, Mr. H. E. Blain and Mr. A. Winter Gray.

Included amongst the members and guests of the Institute present were:—Mr. Harry Gosling, C.H., M.P. (Minister of Transport), and Mrs. Gosling; Sir W. Acworth, K.C.S.I.; Lord Ashfield; Mr. H. E. Blain, C.B.E.; Mr. and Mrs. N. E. Box; Mr. and Mrs. F. G. Bristow; Lady Broodbank; Mr. Philip Burtt; Sir Gordon Campbell, K.B.E.; Sir Arthur Clarke, K.B.E.; Mr. W. J. Cornes; Sir John Courtis; Mr. A. Dryland; Sir R. Francis Dunnell, Bart., K.C.B.; Mr. A. Winter Gray (Secretary, Institute of Transport); Colonel A. Hacking, D.S.O., M.C.; Mr. F. Handley-Page, C.B.E.; Sir Samuel Hoare, Bart., P.C., C.M.G., M.P.; Mr. H. Hobson (President, Society of Motor Manufacturers and Traders); Mr. R. J. Howley, C.B.E.; Sir William Joynson-Hicks, Bart., P.C., M.P.; Sir C. R. S. Kirkpatrick; Sir Walter R. Lawrence, Bart., G.C.I.E., G.C.V.O., C.B., and Lady Lawrence; Sir Lynden Macassey, K.B.E., K.C.; Sir Henry Maybury, K.C.M.G., C.B.; Lord Montagu of Beaulieu, K.C.I.E., C.S.I.; Sir Charles L. Morgan, C.B.E. (President, Institution of Civil Engineers); Sir Joseph Nall, D.S.O., M.P.; Sir Philip Nash, K.C.M.G., C.B., and Lady Nash; Mr. V. P. O'Connor; Lord Ritchie; Mr. A. Russell, M.A., D.Sc. (President, Institution of Electrical Engineers); Mr. E. S. Shrapnell-Smith, C.B.E.; Sir Francis J. E. Spring, K.C.I.E.; Mr. R. S. Tilling; Sir Edgar Walton, K.C.M.G.; and Mr. and Mrs. E. W. Willis.

Institute of Transport.

SUPPLEMENTAL LIST OF MEMBERS.

CORPORATE Members have been elected, and Associates, Graduates and Students admitted to the Institute, as under:—

MEMBERS.

Name.	*Present Occupation.*
Aughton, Richard	General Manager, Tyne Improvement Commission, Newcastle-on-Tyne.
Ballantyne, John	General Superintendent (Northern Division), L. M. & S. Railway.
Brickwell, Alfred James	Surveyor and Estate Agent (Southern Area), L. & N. E. Railway.
Buchanan, Sir George Cunningham, K.C.I.E.	Senior Partner, C. S. Meik and Buchanan, Consulting En-Engineers, Westminster.
Caillard, Sir Vincent Henry Penalver, D.L.	Director, Southern Railway.
Charnley, John Edward	Manager, Cheshire Lines Committee, Liverpool.
Ellison, Charles Hustwick	Telegraph Superintendent (York), L. & N. E. Railway.
Fowler, Sir Henry	Deputy Chief Mechanical Engineer, L. M. & S. Railway.
Gee, James Frederick	Joint Accountant, L. M. & S. Railway.
*Griffiths, Francis Gordon	District Traffic Superintendent (Simla), North Western Railway of India.
Hughes, George	Chief Mechanical and Electrical Engineer, L. M. & S. Railway.
Irwin, Robert Christopher	Secretary, L. M. & S. Railway.
Jardine, William	General Manager, Greenock Harbour Trust.
Joicey, The Rt. Hon. Lord	Director, L. & N. E. Railway.
McJannet, William Johannes	District Engineer, Coast Engineering Division, Uganda Railway.
Marshall, Geoffrey	Goods Manager (Southern Area), L. & N. E. Railway.
Quirey, John	Joint Accountant, L. M. & S. Railway.
Roberts, Glynne	Assistant (Indoor) to General Manager, L. M. & S. Railway.
Sire, Henry Alphonse	Chief Commercial Manager, Southern Railway.
Smith, Robert William	Manager, Kimberley and Alexandersfontein Electric Railway.
Sommer, Ernest Frederick	Managing Director, World Transport Agency, Ltd., etc.
Trench, Ernest Frederic Crosbie	Chief Engineer, L. M. & S. Railway.
Wilson, Murrough John	Director, L. & N. E. Railway.
Vernet, Henry Augustus	Director, Underground Railway Co. of London, Ltd.

* *Transfer from class of Associate Member.*

ASSOCIATE MEMBERS.

Baillio, Robert	Shipping Agent & Wharfinger, Carron Co., London.
Barker, Norman	Managing Director, R. & N. Barker Transport Co., Liverpool.
Bovet, Verner Charles Aloy	Traffic Inspector (Buenos Aires), Great Southern Railway.
Curling, Robert Douglas Kingsdown, M.C.	Manager, Railway Department, Forbes, Forbes Campbell & Co., Karachi.
Doran, Alfred John	Assistant Traffic Superintendent, East Indian Railway.
Howe, Charles Samuel	Chief Clerk and Outdoor Assistant, Joint Accountant's Department, L. M. & S. Railway.
Jackson, James	Superintendent of the Birmingham Corporation, Salvage Department.
Sikdar, Banbehari	Assistant Divisional Superintendent, Eastern Bengal Railway, Saidpur.
*Stableford, George	Chief Operating Inspector (London), L. M. & S. Railway.
*Wheddon, Frank Wilfred	Station Master (York), L. & N. E. Railway.

* *Transfer from class of Graduate.*

ASSOCIATES.

Bilbrough, Granville Fitch	Railway & Traffic Expert to Birmingham Chamber of Commerce; Lecturer on Railway Economics, Birmingham Municipal School of Commerce.
Heaton, Frank Stanley	Representative, The Yorkshire Patent Steam Wagon Co., Leeds.
Sherrington, Charles Ely Rose	Lecturer in Transportation Economics, Cornell University, New York.

GRADUATES.

Davis, Reginald Page	Great Western Railway, Bristol.
Edwards, Herbert Thomas	Port of London Authority.
Flere, William Ambrose	Port of London Authority.
*Hawkeswood, Edward	Great Western Railway, London.
Prime, Edward Victor	L. M. & S. Railway, Manchester.
Robey, Thomas Elijah	L. M. & S. Railway, Halifax.
Sharp, Joseph Trayton Jack	Southern Railway, London.
*Spurgeon, Wilfred Owen	Southern Railway, London.
*Trevor, Ivan Bernard	L. M. & S. Railway, Derby.

* *Transfer from class of Student.*

Commercial Motor Users' Association.

Annual London Motor Parade.

THE Eighteenth Annual Motor Parade of Commercial Motor Vehicles organised by the Commercial Motor Users' Association (Incorporated), with the object of encouraging drivers to take a personal interest in the driving and condition of their vehicles, and to run them without accident, will take place in Lincoln's Inn Fields, on Saturday, 12th April, 1924, under the patronage of His Majesty the King.

The handsome silver challenge Cup which was presented in 1910 to the Association by the proprietors of "The Commercial Motor," will again be awarded to the owner whose "team" in the opinion of the Judges' Committee, is in the best condition, having regard to the class of work upon which the units are employed, the ages of the machines, and the total distance run by them. The drivers of the winning team will be presented with the "Shrapnell-Smith" Challenge Cup, and each driver will receive a cash award and a souvenir medal; the driver of each vehicle in the "runners-up" team will receive a cash award and a souvenir medal; the drivers of the third to the fortieth teams inclusive will receive a cash award or will be "highly commended."

A new feature this year will be the section for advertising merit in body-work, in which originality will count in the marking. The judging will be undertaken by four of the country's greatest authorities on advertising.

Full particulars and entry forms may be obtained on application to Mr. F. G. Bristow, F.C.I.S., General Secretary, the Commercial Motor Users' Association, 50 Pall Mall, S.W.1.

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Notes and News.

Mr. H. E. Blain's New Appointment.—Mr. H. E. Blain, C.B.E., is so well known in the transport world that his new appointment as principal agent to the Unionist Party Organisation is a matter of more than political interest. Mr. Blain has been associated with the London Underground Railways and the London General Omnibus Co. since 1913, and for the past three years has occupied the very important position of assisting managing director. His organising abilities are of a very high character and this has been shown not only in his business career but also in the splendid work which he has done in connection with the Institute of Transport of which he was the honorary secretary until last year and which he did so much to make a success. He has also been the moving spirit in the London "Safety First" Council which has carried on a most useful propaganda with a view to reducing the number of accidents in London traffic. While his friends will join in congratulating him upon this further recognition of his great qualities as a business organiser they will regret his severance from transport matters and his place is one which it will be difficult to fill. Mr. Blain is a native of Liverpool and was in the service of the Corporation of the City until the year 1903 when he was appointed Tramways Manager to the West Ham Corporation. This position he held until 1913 when he was appointed Purchasing Agent to the London Underground Railway and the London General Omnibus Co. He was quickly promoted to the position of Operating Manager and then, as already stated, became Assistant Managing Director with Mr. Pick under Lord Ashfield.

H. E. BLAIN, ESQ., C.B.E.

Resignation of Sir Arthur Watson.—General regret will be felt at the news announced by Lord Lawrence, speaking at the First Annual Meeting of the London, Midland and Scottish Railway, that Sir Arthur Watson, General Manager of the Group, had been compelled to resign owing to ill-health. There is no doubt that the gigantic work of co-ordinating the London, Midland and Scottish Group has been a very severe strain on Sir Arthur Watson, and as he is still in the prime of life it is hoped that the much needed rest will restore him to complete health. Sir Arthur Watson was in the service of the Lancashire and Yorkshire Railway Co., starting his career as an articled pupil to the Chief Engineer of the Railway, and occupying various positions until in 1918 he became Assistant General Manager of the Railway, succeeding Sir John Aspinall in the following year. When the railway was amalgamated with the London and North Western Railway he became General Manager of the combined line, and on the formation of the Group was appointed General Manager.

New General Manager of the London, Midland & Scottish Railway.—Mr. H. G. Burgess has been appointed to succeed Sir Arthur Watson as the General Manager of the London, Midland & Scottish Railway. Mr. Burgess has had a long and distinguished career in Ireland in the service of the London & North Western Railway, and during the War he held the position of Director of Irish Transport. He rejoined the London & North Western Railway in 1919, afterwards becoming Deputy General Manager of the new Group in December last.

Great Western Railway Appointments. — Mr. E. Ford, Deputy Chief Goods Manager of the Great Western Railway has been appointed Chief Goods Manager in succession to Mr. E. Lowther, who has resigned. The whole of the new goods manager's railway career has been in the service of the Great Western Railway, and in 1918 he was appointed Assistant Goods Manager, becoming Deputy Chief Goods Manager in 1921. Mr. A. Maynard has been appointed Assistant Chief Goods Manager and Development Agent, and Mr. C. Bassage, District Goods Manager, Bristol, has been appointed General Assistant to the Chief Goods Manager.

Railway Appointment. — Mr. James Milne has been appointed Assistant General Manager of the Great Western Railway after filling the position of assistant to the General Manager since January, 1922. Mr. Milne entered the service of the Great Western Railway in 1906 as a pupil in the Locomotive Department at Swindon and in 1916 was appointed Chief Clerk to the Divisional Superintendent at Pontypool Road, proceeding to Plymouth as Assistant Superintendent in the following year. In 1919 he went to the Ministry of Transport as head of the Statistical Department, returning to Paddington in 1922.

London Agents for Garrett Vehicles.—We are advised by Messrs. Richard Garrett & Sons, Ltd., Leiston, that they have appointed as their official Repair Agent and Stockist for the London Area, Messrs. Glover & Webb, Ltd., 28 Westminster Bridge Road, S.E.1. This firm will undertake all running repairs and will supply spare parts for the Garrett Steam Wagons.

London Van Horse Parade. — Major C. B. Toms, O.B.E. stated at a recent meeting of the committee of the London Van Horse Parade Society that the 15th Annual Parade of London Van Horses would again be held in the Inner Circle, Regents Park, on Easter Monday, April 21st. The Earl of Lonsdale had kindly consented to act as President of the Parade, which would be open to Single Horse Vans and Pair Horse Vans, and with a new section for Barge Horses to be led. All exhibits to be shown in working harness. Entries for the Parade would be received by Mr. R. A. Brown, at 12 Hanover Square, London, W.1.

Spain, Port of Algeciras.—The Department of Overseas Trade has recently received from the British Consul at Seville particulars of the Algeciras port tariff recently issued. The General Tariff No. 3 contains berthing and mooring charges, together with regulations applying to that tariff. Tariff No. 4 gives particulars of charges for the hire of equipment and floating material in the port. A translation of the above-mentioned tariffs may be obtained by firms of British origin, capital and control upon application to the Shipping & Transport Section, Department of Overseas Trade, 73 Basinghall Street, E.C.2.

F. W. & R. A. New Members.—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association: Messrs. Gaze's Furniture Depositories, 241-247 High Road, Chiswick, London, W., The Chelmsford Transport Co., Rectory Lane, Chelmsford, and the Transoceanic Forwarding Co., 61 Greek Street, London, W.1.

British Industries Fair.—We have received advanced particulars of the British Industries Fair which will be held at the White City, London, from April 28th to May 9th next, and at the Castle Bromwich Aerodrome, Birmingham, from May 12th to 23rd. It is confidently anticipated that the Fair this year will be even more important and valuable to the trade of the country by reason of the British Empire Exhibition which will attract buyers from all parts of the world. Full particulars and forms of application for space can be obtained from the Secretary, British Industries Fair, Department of Overseas Trade, Old Queen Street, London, S.W.1.

Rear Number Plates.—The General Secretary of the Commercial Motor Users' Association draws the attention of all users of commercial motor vehicles to the increased activity of the police in London with regard to the illumination of rear number plates. It is understood that a large number of drivers have recently been summoned for not having the plates properly illuminated, and that in some cases the owners have been summoned for aiding and abetting. Owners are advised to take care to see that the rear lamps are so placed that they do "illuminate and render easily distinguishable every letter or figure of the identification plate" as required by paragraph 25 of the Road Vehicles (Licensing and Registration) Regulations, 1921.

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Mr. Thomas Hawkins, J.P.

WE offer our congratulations to Mr. Thomas Hawkins, upon his appointment as a Justice of the Peace for the City of Birmingham.

Mr. Hawkins first became interested in transport in 1896, when he purchased a well-known and established packing business in Birmingham, after being engaged previously as a civil engineer on many important railway contracts in various parts of the country.

A few years after becoming associated with the passenger carrying industry, Mr. Hawkins joined the Birmingham Horse and Vehicle Owners' Association, and his ability was quickly recognised by his appointment on the committee. After serving on that committee for some time Mr. Hawkins was requested to become secretary, in 1907, and he still occupies that position. When appointed he induced several influential persons, interested in transport, to join, and quickly made the association a powerful and influential one, and it is, without doubt, one of the most flourishing in the country to-day. In 1908, Mr. Hawkins, with the late Mr. Meynell Hunt, of Birmingham, inaugurated the National Union of Horse and Vehicle Owners, now amalgamated with the National Road Transport Employers' Federation. Mr. Hawkins was appointed hon. secretary at the inaugural meeting and continued to occupy that

MR. THOMAS HAWKINS, J.P.

position for about 13 years and as a result of his labour many important improvements in the transport trade were secured.

During the war period Mr. Hawkins assisted the transport industry in many respects. He served on the National Joint Industrial Council for the transport industry sitting in London and formed the Midlands Joint Industrial Council which acted in conjunction with the national body, and was elected its chairman.

Mr. Hawkins was the Midlands Area consumers representative on the Central Executive Forage Department—Civil Supplies. This committee consisted of 15 representatives comprising equal representation of growers, traders and consumers, and it is interesting to state that as a result of their efforts a sum of over £70,000 was handed over to the national exchequer.

Mr. Hakwins also served on all the Birmingham and Midlands committees formed by the Ministry of Transport and was also appointed and served on the Birmingham Profiteering Committees.

Further, Mr. Hawkins acted as secretary to a committee set up by the Birmingham and District Transport Employers and Employees which obtained a sum of nearly £1,600 to provide two well-equipped overseas motor ambulances for the wounded soldiers use in France.

Mr. Hawkins has taken a keen interest in political matters in the city of Birmingham, serving on many committees

In the Motor Industry.

New Dunlop Company for Ireland. — The Directors, management and staff of the Dunlop Rubber Co., Ltd., gave a complimentary dinner at the Grand Hotel, Birmingham, on February 18th, in honour of Mr. Arthur H. Huet, J.P., until recently commercial superintendent of the company. Sir Eric Geddes, the company's chairman, who was to have presided, sent a letter of apology for non-attendance, in the course of which he paid a high tribute to Mr. Huet's ability and self-sacrificing endeavour—a tribute endorsed by the entire board. The chairman of the evening, Mr. L. M. Bergin (Joint Managing Director) received a great ovation on rising to announce Mr. Huet's appointment as Managing Director of the Dunlop Rubber Co. (Ireland), Ltd., and to propose the toast of "Our Guest." In the course of his remarks he referred to the fact that Mr. Huet's great work for the company had been accomplished under the gravest difficulties arising from ill-health, and expressed deep pleasure that he had so far regained strength that he could take up his new and responsible duties without apprehension. Mr. E. H. Blake (General Sales Manager) supported. Mr. Huet suitably replied in a manner which showed his appreciation of the honour paid to him.

MR. ARTHUR H. HUET, J.P.

Mr. F. S. Heaton Joins Atkinson & Co., Preston.—Mr. F. S. Heaton has been appointed representative for London and the Home Counties for Messrs. Atkinson & Co., of Preston, makers of the well-known Atkinson uniflow steam wagon, and his address is c/o Thos. Allen & Co., 19 High Street, Wapping. London, E.1. Mr. Heaton is well known as the Leeds representative of the Yorkshire Patent Steam Wagon Co., Leeds, a position which he resigned in order to take the above appointment. Mr. Heaton is very well known by steam wagon users as are also the high qualities of the Atkinson uniflow steam wagon, and we are confident that he will meet with great success in his new position. Mr. Heaton is not merely a salesman but also a practical engineer and has had much experience in the running and maintenance of steam wagons and is fully competent to advise on this important matter, which is, in fact, as essential for a salesman of commercial vehicles. Mr. Heaton served his apprenticeship in the Great Northern Railway Company's locomotive works and there obtained a sound knowledge of steam engine practice.

MR. F. S. HEATON.

Chester City Council is considering a site east of the Hop Pole paddock for a proposed parking ground for motor vehicles.

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Metropolitan and Home Counties Road Transport Contractors' Association.

ANNUAL MEETING.

THE Annual Meeting of the Metropolitan and Home Counties Road Transport Contractors' Association was held at 17 Water Lane, Great Tower Street, London, on Monday, the 28th January, when the President, Mr. J. H. Turner, presided.

Amongst those present were Messrs. T. L. Kinton, J. Emerton, A. Knifton, Hy. Boyer, J. Walker, H. Iszard, R. Deards, J. Sabey, and C. Bent-Marshall.

The minutes of the last Annual Meeting were read and confirmed.

The Balance Sheet for the year ending the 31st December, 1923, was presented and unanimously adopted.

ANNUAL REPORT.

The President said: Gentlemen, It is expected of your President at our Annual Meetings to give a resumé of the work of the organisation during the past year. This is no light matter in view of the many difficulties which we have had to encounter. On the surface there would appear to be very little to call for comment but as you all know there are matters which call for the closest attention and demand the time and energies of those who are responsible to you for the conduct of its affairs.

In the matters of Trade we can pass no eulogy on the year 1923. Like some of its predecessors since the Armistice it was a year of serious trade depression and no industry is more susceptible to the effects of bad trade than that of road transport. Many of us can speak with sad experience of this. Its effect has in some cases been very severe. Unfortunately it is accompanied with such severe competition that our labours are not remunerative and those of us who have survived are looking forward with hope that 1924 will have a brighter future in store. Rumour has it that trade is reviving and whilst there are no visible signs of this we all hope that the turn has come and if the process be slow it will be none the less welcome. One of the chief contributory causes to this arises from the inability of the trade union to maintain anything like an organisation amongst the employees. We were faced as you all know with a very serious position in the early part of the year. For several years past we have done our best to maintain a fair standard of wages and as an earnest of our intention we signed wages agreements on your behalf which set a fair standard, although we were in the full knowledge that in many districts these wages were not being observed and could not be enforced. We have urged this difficulty at our negotiations with the men's representatives but with such little effect that the time arrived when we were faced with the problem as to whether we should knowingly permit ourselves to be shut out of business altogether or adopt the methods of our competitors and apply their standard of wages and working conditions. Before determining upon this point we placed the position before the union leaders when an application was made in the early part of the year for a wages reduction. It was within our knowledge that many of our members could not possibly continue on the old lines. In their view the peculiar class of trade to which they were accustomed demanded a greater reduction of wages than the men were willing to consider, so as to place us on a fair level with our competitors who were paying much below our standard. We had no desire to reduce wages below what was a fair living standard but it was impossible to continue whilst the other conditions prevailed. The result of our meeting with the men left us no other alternative than to withdraw from the negotiations, but I have no hesitation in stating that we should welcome a return to standardised conditions, when circumstances permit of it. This can only be done by efficient organisation by the union. Consequently we find ourselves to-day without an agreed wage or standard conditions. There have been cases where this has not operated with advantage but the majority of our members fully appreciated the difficulties and it was on their decision that our action was determined.

There have been other changes during the course of the year. First we sustained the loss of the services of Mr. Charles Abrahams, our honorary secretary for many years, but we have compensation in the knowledge that he has agreed to give the association the advantage of his knowledge by serving on the council. Mr. Bailey has kindly consented to fill the office as honorary secretary. This necessitated, as you will all appreciate, that the offices of the association should be removed from High Holborn, and that is why our annual meeting is held at Water Lane. The change has many advantages which will accrue to the association. Financially we are not overwhelmingly strong but we have some small reserve and we are able to produce a very satisfactory balance sheet.

In other spheres the association has been active particularly by our appearance at the Court of Inquiry and protest against the closing of Hampton Court Bridge. This action has, I think, had satisfactory results.

We are also dealing with the matter of the Chiswick Urban District Council who professedly are doing private trading. This, we are advised, is quite contrary to their functions, and we shall do all that is in our power to stop it. The London Cartage and Haulage Contractors' Association is also dealing with this, and it is a matter in which our interests are common, and joint action might be necessary in future developments.

I should just like to make a reference to our Annual Dinner this year when a departure was made from our usual practice by having a dance after the dinner. It proved most successful and was thoroughly enjoyed, and I am hopeful that next year will see a still greater number in attendance.

ELECTION OF OFFICERS.

All offices were then declared vacant and the meeting proceeded to elect the officers for the ensuing year.

Mr. Sabey proposed that Mr. J. H. Turner be re-elected president and thanked him for the time and attention he had devoted to the work of the association during the past and previous years. He expressed the appreciation of the members at his ability and able conduct, particularly during the wages negotiations. This was seconded by Mr. Iszard and carried with acclamation. Mr. Turner thanked the meeting for re-electing him and stated that the record of the association proved the usefulness of its work.

Mr. Emerton was re-elected treasurer, and Mr. R. P. Bailey honorary secretary, and Messrs. H. Hands and C. Bent-Marshall auditors.

The following were re-elected members of the council: Messrs. T. L. Kinton, R. Deards, T. Bannister, J. Eastoe, C. H. Abrahams, C. Bent-Marshall, E. G. Price, N. Greenham, A. Knifton, J. Sabey, J. A. Jay, J. Clarkson, W. Boyer, Henry Boyer, J. Walker, N. Wise, T. Capon, G. Cloke, B. Iszard, V. H. Parker, H. Hands, and S. Bent-Marshall.

The proceedings terminated with a vote of thanks to the chairman.

At South Shields Watch Committee the town clerk reported conference with the Ministry of Transport regarding the unladen weight of commercial vehicles. The Ministry expressed the opinion that a movable pantechnicon body should be included in the unladen weight of a vehicle. The town clerk had therefore taken steps to give effect to this opinion, but in one case the owner of a vehicle, acting on the instructions of his association, declined to supply the necessary information. The committee decided to order this owner to produce the vehicle, including the pantechnicon body, at the weighbridge, at the same time threatening penalties for refusal to comply with the order.

A proposal was brought before the Carmarthen County Council that regulations and byelaws should be prepared in regard to motor transport over the country roads. The object was to regulate the number of vehicles in order to minimise the cost of road maintenance. The matter was referred to the Roads Committee.

* * * * *

Rotherham Borough Engineer has reported that an expenditure of £2,500 is necessary to repair roads worn out by the corporation motor buses, and the Highways Committee has arranged to discuss with the Tramways Committee the question of the repair of roads used by motor buses.

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Birmingham Horse and Vehicle Owners' Association.

Annual Meeting and Dinner.

THE Annual Meeting of the Birmingham Horse and Vehicle Owners' Association was held at the Exchange Restaurant, Birmingham, on Tuesday, February 5th, and was attended by a good and representative number of members.

Mr. Lawrence C. Tipper occupied the Chair.

ANNUAL REPORT.

The Secretary, Mr. Thomas Hawkins, read the annual report which showed that the year under review had been successful considering the continued depression in trade, and the numerous difficulties experienced by the goods and passenger carrying trades respectively. The financial position of the association was sound, the credit balance on December 31st being £422/6/6. A number of members had not paid their subscriptions for the year, probably due to temporary financial difficulties, but the committee hoped that with improved trade members would pay up and that the association would soon get back into a normal condition again.

The committee, on behalf of the members, again wished to thank the President, Mr. Lawrence C. Tipper, for his continued patronage and support.

The work of the association during the year had been somewhat difficult owing to bad trade and unfair competition among the members of certain sections, which had naturally been to the detriment of the members' interests. The committee wished to impress on the members generally the necessity for hearty co-operation at all times to improve the transport trade in the City, as without co-operation there must inevitably be trouble and confusion. To improve matters, even with better trading conditions, it was vitally necessary for all members to loyally support the association, and by doing so, those engaged in the transport industry would not only assist the work of the association, but also assist themselves.

It was gratifying to record that a member of the association and of the Executive Committee (Mr. W. H. Painter) was elected as a representative of the City Council for Yardley Ward in November last, and it would be advantageous to the members to have an active representative of the association in direct touch with the respective departments of the City Council.

The Committee appreciated the need for municipal trading in some matters, but desired to protest against the tendency of the corporation to extend such trading to an unreasonable limit irrespective of the interests of traders and ratepayers. The Parliamentary Bill promoted by the corporation during December contained clauses which would have interfered with the members' trading rights, and on a protest being made, negotiations and interviews took place, resulting in deletions and alterations of the objectionable clauses, to the satisfaction of the members of the sections concerned. This result was most satisfactory, and it was pleasing to record that the good relationship between the respective Birmingham Departmental Authorities and the Association had in no way been estranged.

The Co-operative Society, which was governed and patronised by members of the Association had experienced a very successful year. Members of the society had obtained provender at preferential prices in addition to receiving a financial consideration of a substantial character. The Committee desired to recommend all members who were not associated with the society, to become interested for their general and mutual benefit.

Funeral Directors' Section.—The Funeral Directors' Section had experienced a progressive period and good work had been done. The relationship with the Parks and Cemeteries Committee and the Cemetery Registrars had been most friendly and improvements of a mutual and satisfactory character had resulted therefrom. A sectional dinner was held on February 21st, and a successful summer picnic party, arranged by the Section, was also very well attended and enjoyed. Through the combined efforts of this section, in conjunction with the cemetery officials, the funeral work of the city had been greatly improved.

Char-a-banc Proprietors' Section.—This Section held six meetings during the year, the business transacted being of an important character. As a result of the infringement of statutory powers by the Birmingham Tramway Department with their buses, it was recommended that legal proceedings be taken and this recommendation was approved by the Executive Committee. A Writ was issued, and after prolonged procedure and negotiations, it was satisfactory to know that the proceedings would probably be withdrawn to the satisfaction of the members of the section and the association. The members of the section were of opinion that the Tramway Department was endeavouring to encroach on their trading rights in various directions.

Hackney Carriage Proprietors' Section.—This section had been very actively engaged during the year. Conferences were held with the Watch Committee regarding hackney carriage fares, and reductions were mutually agreed and sanctioned for a three month's probationary period, from April last. The result of the reduced fares had unfortunately been to the commercial detriment of the members. An appeal for a further revision had been made, primarily to increase the initial flag fall charge from 1/- to 1/3, and a conference with this end in view was postponed through the illness of Alderman James. A promise had now been given that the request made on behalf of the members would be acceded to.

Master Carters' and Cartage Contractors' Section.—The members of this section had experienced a very anxious and unsatisfactory period. Only three meetings of the section had been held, apparently through the apathy and disinterestedness of the members—competition had been rife, and as a result, unremunerative prices had resulted. The active members of the section desired to appeal to their colleagues to support them. Many improvements could be effected if master carters would only attend the meetings to discuss the many trading problems with a view to remedying matters, and it was hoped that this year a different state of affairs would exist.

The Executive Committee desired to congratulate the respective sections on the good work that had been accomplished during the year. Further, the Committee suggested that all present members should endeavour to introduce new members to the association, thereby improving the respective interests of all concerned, and also giving additional power and prestige to the association to continue its good work.

In moving the adoption of the report, the President, referring to the election to the City Council of Mr. W. H. Painter, suggested that other members should take an interest in the public affairs of the City and by so doing assist the transport industry—both goods and passenger—for the general benefit of the members. He also congratulated the members on having such an excellent and hard-working Chairman in Mr. O. C. Power, who had done much for the association and the trade in general.

Mr. Tipper referred to the satisfactory state of the finances of the association, and expressed regret at the apathy and lack of co-operation of the members of the Master Carters' and Cartage Contractors' Section, which had been very pronounced. He also referred to a statement made at the last annual meeting that the horse would always be necessary for transport work, and said that many firms in the city of Birmingham had increased their stud of horses during the past year which proved conclusively that the horse could satisfactorily compete with the most modern mechanical vehicles for certain transport work.

Mr. O. C. Power (Chairman of the Association), in seconding the report, thanked the President for his congratulatory reference to himself, and said he had done his best in the past and hoped to long remain with the association to further improve the transport industry in and around Birmingham. He deplored the inactivity of the cartage contractors' section which had become almost negligible compared with a few years ago, and expressed a hope that those engaged in the heavy goods transport would shortly realise the need for co-operation and for supporting the association for their general and mutual benefit. The report was approved and adopted.

The balance sheet was then presented by the hon. treasurer, Mr. J. Bayley, and subsequent to a few observations made by the members it was approved and adopted.

ELECTION OF OFFICERS.

Mr. Lawrence C. Tipper was re-elected President of the association for the ensuing year. Mr. O. C. Power and Mr. J. H. Stirk were elected Trustees, and Mr. J. Bayley was re-elected Hon. Treasurer and heartily thanked for his services during the past year. Messrs. Cohen, Slater and Tompkins were elected Solicitors, and Mr. C. Byner was elected Veterinary Surgeon. The following were elected as the Executive Committee: Messrs. Wheatley, Shotton, Gayey,

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Grigg, Painter, Strong, Edwards, Clement, Heath, Jones, Badland and Powell. Mr. Thos. Hawkins was re-elected Secretary and thanked for his indefatigable services to the association for the past 16 years.

It was agreed that the association should continue its membership of the National Road Transport Employers' Federation, the Roads Improvement Association, the Birmingham Chamber of Commerce, and the Birmingham Chamber of Agriculture.

A vote of thanks to the President for presiding was received with acclamation and the proceedings terminated.

Annual Dinner.

THE annual dinner was held at the White Horse Hotel, Birmingham, on Tuesday, February 12th.

Mr. Lawrence C. Tipper (President of the Association) presided and was supported by Mr. O. Cecil Power, Chairman of the Association: Alderman Sir David Brooks, G.B.E., J.P.; Councillor Muscott, Chairman of the Birmingham Watch Committee; Mr. Chas. H. Rafter, C.B.E. (Chief Constable); Mr. Brenan de Vine, F.R.C.V.S. (Chief Veterinary Surgeon to the Birmingham Corporation); and other distinguished guests.

The dinner was attended by about 80 members of the association and a most enjoyable and pleasant evening was spent.

Following the toast of "H.M. The King," the President proposed "The City of Birmingham," and said that the present citizens of Birmingham owed a debt of gratitude to their ancestors who did the initial work and laid the foundation for the development of such an important city as Birmingham had now become. He referred particularly to the late Rt. Hon. Joseph Chamberlain, whose name was honoured and whose memory would always be revered by the citizens of Birmingham for the work he did whilst serving on the City Council.

Alderman Sir David Brooks, in responding to the toast, referred to the long period of his association with the members of the Horse and Vehicle Owners' Association, and the interest he had always taken in the transport industry, recognising how essential it was for a large city like Birmingham, as also from a national standpoint. He referred to the urgent need for more activity on the part of trading associations to become represented on the City Council, and congratulated the members on now having a member (Councillor Painter) on the City Council, and the Secretary, Mr. Thos. Hawkins, as a City Magistrate, an honour well deserved and rightly bestowed for the enormous amount of work done during the war period and his activities since for the common good which also reflected great credit on the association.

Sir David said that he was in agreement with a statement made by Mr. Henry Ford, of America, that three activities were essential if progress was to result:—To make something, to grow something, and to transport something. We were not making what we could or should and he hoped an improvement would soon be experienced.

The speaker then referred to the need for encouraging transport, and said that our roads needed improvement to enable road transport to further develop and link up the inland cities and towns with the seaports. In addition, in his opinion, it was necessary in some instances, to improve the waterways for the same purpose, but that great care and thought should be exercised in carrying out the latter suggestion. He expressed pleasure in stating that the relationship of the Association with the Municipal Authorities had always been most friendly, and that although difficulties had arisen they had been satisfactorily and amicably settled. He condemned municipal trading except for the supply of water, electricity, gas, and tramway services, and he did not believe in municipalities running omnibuses or supplying milk and other like trading as it had a tendency to stifle fair and healthy competition and was detrimental to trading interests. He urged the members to endeavour to strengthen the Association by increasing the membership, as without the co-operation of persons engaged in any particular trade that trade must necessarily suffer.

Councillor Muscott then proposed the toast of "The Birmingham Horse and Vehicle Owners' Association," and congratulated the members on their financial position and the pleasant relationship which existed between the Watch Committee and the officers of the Association. He referred to hackney carriages plying for hire in the City of Birmingham as being of a higher standard than in any other city or town in England, and whilst the Watch Committee was pleased with this condition of affairs, he was sure the proprietors of the vehicles must be equally satisfied.

Mr. O. Cecil Power, in replying to the toast, said it was a real pleasure to him and his colleagues to know that the relationship between the City authorities and the association had been so very friendly. Difficulties had been experienced, in fact, it had been necessary to institute legal proceedings against the corporation owing to the persistency of the Tramways Committee in running omnibuses contrary to statutory powers but satisfactory arrangements had now been made for a withdrawal of the proceedings. Although he was more particularly interested in mechanical traction he was pleased to know that there were more horses in use in Birmingham to-day than for several years past.

Mr. Thos. Hawkins (Secretary) proposed the toast of "The Visitors," and congratulated Sir David Brooks on his recent election as a Freeman of the City of Birmingham, and also thanked him for the keen interest he had always taken in transport, and for his support and kindly assistance to the association. He also made reference to several other visitors present particularly mentioning Councillor Muscott, the Chief Constable and the Chief Veterinary Officer.

The Chief Constable, Mr. Chas. H. Rafter, replied.

The toast of "Allied Professions and Trades" was proposed by Mr. P. Cohen (Solicitor to the Association), and responded to by Mr. Brenan de Vine.

An excellent musical programme was provided, the respective items being interspersed between the toasts.

The singing of the National Anthem terminated the proceedings.

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s.s. "Royal Fusilier."

New Steamer for the London and Edinburgh Shipping Co., Ltd.

ON the 4th March we had the pleasure of being a guest of the London and Edinburgh Shipping Co. Ltd., Hermitage Steam Wharf, Wapping, E., at a luncheon given by the company on board their new vessel the s.s. "Royal Fusilier" prior to her departure from the Thames, the following day, on her maiden trip.

This luxuriously appointed craft is 290 ft. in length, beam 41 ft., speed 14 knots, and was built by the Caledon Shipbuilding and Engineering Co., Ltd.

An excellent luncheon prepared and served by the ship's own staff was partaken of in the saloon midships, and as Mr. George C. Duff, the company's manager, who presided, said that travellers journeying on the company's vessels would have a similar menu we can prophesy a right royal time for those booking passages.

The chairman proposed "H.M. The King" and Mr. Laurie (Messrs. Laurie and Morewood, 15 Seething Lane, E.C.3) wished the company every success with the "Royal Fusilier."

Replying to the toast Mr. George C. Duff said that Mr. Laurie had asked whether the vessel was not a little too big for the service; his reply was no, not in the least, provided the gentlemen present would give the company plenty of cargo. The business of the company was increasing both in connection with passengers and cargo and in consequence they had built a finer and larger vessel. They were unfortunate during the war when they lost three passenger steamers and whilst these losses were made up by other steamers in order to maintain the service such replacements were not passenger vessels. They were left with only one passenger steamer, the "Royal Scot." Up to the time the "Royal Scot" was built the company were restricted in their operations in regard to building passenger steamers as they had to be constructed to suit the company's wharf upon which there were fixed cranes which would not function in every position. This drawback was removed in 1915 and now their ships could be built to meet the exigencies of the service as the company possessed cranes to meet all requirements.

They decided to build the "Royal Fusilier" in order to possess a vessel second to none on the coast which would trade between London and Edinburgh; the business to be done demanded and deserved it. The company's steamers carried passengers at what was considered a cheap rate commensurate with the best of accommodation and food and if those present would recommend the company's line to their friends for travel or to ship goods it would be a great encouragement.

The company was founded in the year 1809, so that it could claim some knowledge of the work in which it was engaged. They hoped that with the assistance of their new craft they would be able to carry on a regular fast service which would satisfy all their clients.

Concluding, Mr. Duff said it had given him and his co-manager, Mr. C. A. Carr the greatest possible pleasure to entertain their guests on the s.s. "Royal Fusilier."

In company with Mr. J. Swan, the chief cashier of the company, who, by the way, joined the line in 1883, we inspected the vessel and found most excellent accommodation for 160 saloon and 240 second cabin passengers. There is a jib crane on the fore deck with a lifting capacity of up to 20 tons. In addition there are four other cranes of various capacities.

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Road Transport in Relation to the General Transport Problem of the Country.*

By Richard J. Howley, C.B.E.

MECHANICAL road transport developed rapidly during the period of the Great War. Railway facilities were restricted, and the Government made extensive use of road transport for the purpose of quickly moving material from place to place. After the war, large numbers of heavy mechanical vehicles and trained drivers became available for commercial work. The vehicles were sold cheaply and many passed into the hands of ex-service drivers and other persons of small resources. Numerous small road transport companies were formed and, for a year or two, there was quite a boom in this class of business, as traders could not rely on quick delivery of goods by rail. The position has since been changed by the improvement in railway services and the slump in trade. After much rate-cutting many of the smaller owners have disappeared from the road.

The conveyance of goods and parcels by road has many advantages over other forms of transport. Articles can be loaded into a vehicle and conveyed direct to their point of delivery. This factor is of such value to certain trades that the relative cost of road haulage is of secondary importance. Packing can be dispensed with to a large extent. Loss by pilfering is reduced to a minimum. Deliveries can be made at the door and returned empties collected at the same moment. Wholesalers can supply small quantities of goods to a large number of retailers in the shortest possible time. Petrol and oil can be distributed directly into the receptacles of the users.

It is in the long-distance carriage of goods and parcels that competition is to be found between different forms of transport. The dominant factor in the apportionment of rail and road-borne traffic is the length of haul. This factor governs both the cost and the time of transit.

In making a rate for haulage, a road contractor will often base his charge for carrying a load to a point on the net cost of working the vehicle out and home, trusting to pick up a return load to earn his standing charges and profit. The ability of road vehicles to compete with railways is dependent on the length of haul. In ordinary circumstances, the limit of road competition for general merchandise and average loading may be put to-day at about 50 miles.

The future development of road transport is dependent on a number of factors, the principal ones being:—(1) the improvement of road vehicles, (2) the improvement of the roads, (3) wise legislative control, and (4) commercial efficiency in the handling of road traffic.

The past few years have seen a marked improvement in the construction of pneumatic tyre covers. Giant pneumatic tyres are now a proved success on many classes of heavy motor vehicles, and their use is extending. Six-wheeled commercial vehicles have recently been recognised by Government regulation as suitable for use on the roads. These vehicles will carry a useful load of 10 or 12 tons at a working cost little in excess of that of a four-wheeled vehicle. They can be turned and backed with ease and are convenient for use in yards and at loading banks.

THE ROAD QUESTION.

Efficient vehicles are of little use without good roads. At the end of the war, the roads were in a very unsatisfactory state of repair, rendering them in many cases unsuitable for modern traffic. Fortunately for the nation, little time was lost in setting up the Roads Department of the Ministry of Transport under the able direction of Sir Henry Maybury. Road users, even if they grumble at the burden of taxation on their vehicles, have nothing but praise for the work carried out under the direction of this Department. Expenditure on roads will be considerable for some years to come. It is perhaps abnormal at the present time, owing to the speeding-up of schemes to find work for the unemployed. It is early yet to obtain reliable figures regarding the cost of maintaining roads reconstructed on modern lines with good foundations and asphaltic surfaces. Evidence obtainable goes to support the view that the asphaltic-surfaced road, if properly constructed, will be less costly in maintenance even under the traffic of to-day than the old water-bound road was before the war.

Perhaps the most interesting part of the report of the Road Fund for the year 1922-23 is that dealing with the census of traffic on Class I roads. It shows very clearly how irregular is the distribution of traffic along our great trunk roads, and that the average daily weight of vehicles using the principal first-class roads falls very rapidly when the outskirts of the larger towns are passed.

SPECIAL MOTOR ROADS.

A good deal has been heard of late about the construction of special motor roads with easy gradients and with over-and-under-bridges similar to railway lines, on which motor vehicles may travel at high speed. The idea is enticing. But is the proposal practicable or conducive to the public interests at the present time? For many years to come the public money available for roads should be expended on the widening and improvement of existing highways, the building of bye-pass roads, and the provision of suitable and sufficient means of access for road vehicles to the centres of our large towns.

It may be contended that the special motor roads will be provided by private enterprise and that the promoters will obtain the revenue necessary for maintenance and for interest on capital by demanding tolls from vehicles passing along the roads. Is this, however, desirable? A study of the history of Turnpike Trusts in the early part of the nineteenth century shows that the right of demanding tolls by private individuals for the use of the roadway led to many abuses, and it is not difficult to visualise the troubles which would have arisen in connection with the thousands of Turnpike Trusts established throughout the country if the introduction of railways had not solved the problem by rendering the Trusts insolvent.

The question of the public safety also arises if speed on the proposed motor roads is to be unlimited. Many persons driving motor vehicles to-day are incompetent to take charge of a vehicle travelling at high speed. Many of the vehicles themselves are quite unsuitable, because of design or condition of repair, to be driven at high speeds. It is not easy to see how the element of danger can be eliminated from the traffic on such roads.

The outstanding problem of road transport to-day is the improvement of urban and suburban road conditions. Does not the solution lie in the construction of new thoroughfares through property less expensive than that situated adjacent to the existing important streets? The problem of London traffic is, however, too vast to be discussed within the bounds of this paper.

In considering road transport in relation to the general transport problem of the country, the interests of the community must be treated as paramount. Transport services are the veins in which runs the life-blood of industry. The cheap and rapid movement of passengers and goods is of the first importance to the nation. No one system can supply every national requirement, and each system deserves the assistance, as well as the control, of Parliament to bring it to the highest state of efficiency. Reasonable competition between different systems of transport operates for the good of the nation, but it is the duty of those who are responsible for the framing of statutes and regulations to ensure that competition shall always be on a fair basis, particularly in relation to statutory obligations and control.

RAIL AND ROAD COMPETITION.

It has been argued that road competition with railways should be restricted, because railway rates are now dependent on the earning of standard amounts of net revenue. Road transport as an alternative means of travel is, however, of great national importance.

The capacity of railways, as of all transport services, is limited. When trade again becomes brisk it will be found that the railways will not be able to handle all the traffic. The assistance rendered by road transport will then be of great commercial importance and will save the expenditure by the railway companies of large sums of money on new works. There is room for greater co-operation and more give-and-take between railway and road transport. The motor omnibus and the road goods wagon are in a position virtually to extend the railway services and to create new traffic which will contribute to the earnings of both systems.

Roads transport, after lying dormant for eighty years, has returned to assist in solving the general transport problem of the country.

* Extracts from a Paper read before the Institute of Transport on 4th February, 1924.

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The Leyland 30-cwt. Chassis.

THE Leyland 30-cwt. chassis has, incorporated in its design features usually associated with the design of pleasure cars—features as a rule considered as being too expensive to adopt for heavy machines. It would probably be a doubtful recommendation for any other firm but the Leyland, to make such a statement, but as they have an enviable reputation as manufacturers of commercial vehicles, it is not likely that they would decide upon adopting pleasure car features unsuitable for withstanding the rough wear and tear to which the commercial vehicle is subjected.

The standard Leyland 30-cwt. model is made with three lengths of wheelbase, 10 ft. 6 in., 12 ft. 6 in., and 13 ft. 6 in., while the track is in each case approximately 5 ft. for the front and 4 ft. 9 in. for the rear, when shod with single pneumatics.

The engine is a four cylinder monobloc with three point suspension, compact and clean in appearance. The cylinders are cast integral with the upper half of the crank case; the cylinder heads are hemispherical and manufactured as a detachable unit, which also carries the overhead camshaft. The sparking plugs are placed in recesses cast in the water jacket and protrude through the upper half of the cylinder head.

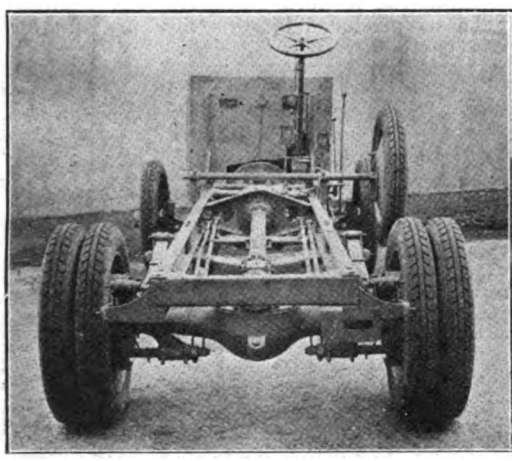
The pistons are of special design and are attached to the tubular connecting rods by gudgeon pins which are located endwise by aluminium buttons. The bore and stroke are 3½ in. and 5½ in. respectively.

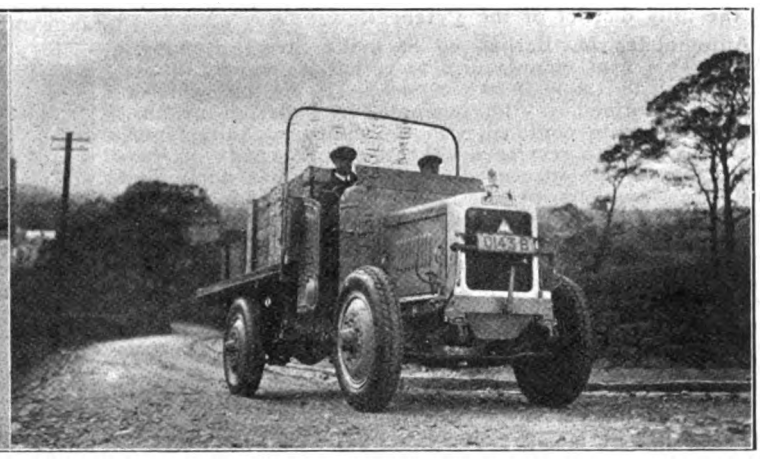
With regard to the timing gear and camshaft drive: above the forward end of the camshaft there is a short half-time shaft, situated longitudinally, which carries a triple eccentric and is driven by skew gears, at the same time similarly driving a transverse shaft on the near side of which is located the water pump and, on the off side, a high tension magneto provided with a flexible coupling and a variable timing device. The eccentrics drive the overhead camshafts, allowance for cylinder-expansion being provided by an Oldham coupling; there is also a vernier adjustment by means of which timing can be regulated to 1·½ degrees, measured on the crankshaft.

Two valves, of tulip-pattern, are set at approximately 90 degrees interval in each cylinder head, each pair being opened by one camshaft acting through rockers and closed by one laminated steel spring. Inlet and exhaust valves are identical in every respect, except that the inlet is provided with a small copper shield to deflect oil from the stem. Lubrication is effected by a positively driven oil-pump which supplies oil under pressure, regulated by a relief valve, through a copper pipe to the main bearings from whence it travels inside the crankshaft to the crankpins, and is fed, via the hollow connecting rods, to the little ends and the cylinder walls. A second pipe leads oil to the camshaft bearings and to a spray over the eccentrics, and the remainder of the valve gear is similarly lubricated. Carburation is by a Claudel-Hobson, bolted directly to the cylinder casting, internally cast induction ports leading to the respective cylinders.

Power is transmitted through a single plate fabric to metal clutch of light design and incorporates special light spring drives. From the clutch to the gear box the drive is transmitted through a laminated steel spring coupling.

The gear box is supported by a transverse shaft at the forward end and at the rear it is housed in a cross member of the frame from which it is insulated by a ring of leather. The gear box is very compact and practically rectangular in cross section; the layshaft is placed immediately below the mainshaft, the reverse pinions being located in the bottom rear off side corner. Ball bearings are fitted throughout and the shafts are short and stiff. The selector-mechanism is inside the gear box. It provides for all three bars being locked in position by a spring loaded plunger and positive lock, whereby any two rods are held during the gear changing thus preventing the possibility of engaging more than one speed at a time. The gear control is of the gate type attached to the frame to the right hand of the driver and operates the gear shaft through a ball and socket joint thereby preventing frame distortion from interfering with adjustments of meshing.





REAR VIEW OF LEYLAND 30-CWT. CHASSIS, LEFT; AND RIGHT, THE VEHICLE ON TEST.

Four speeds are provided. The speedometer drive is also incorporated with the gear box, being taken through machine cut gears from the rear of the main shaft.

The frame cross member which supports the rear end of the gear box also accommodates the spherical thrust bracket, by means of which the rear axle torque is taken via the ball-ended propeller tube. The propeller tube has a double laminated steel flexible coupling.

The rear axle is of the overhead worm driven type. The rear road-wheelhubs are provided with roller type bearings the side thrust being taken by hardened steel thrust washers. The axle is of the full floating type and the drive is transmitted to the hub caps through splined shafts from the differential. The hub shells are designed to cover a large range of tyre-types and sizes; the disc wheels are carried on cone nuts of the Michelin type and are easily detachable. The complete rear wheel bearings are interchangeable with the front.

Semi-elliptic springs are fitted all round. The steering gear is of the worm and sector type, all joints being spring-loaded balls and sockets. Both sets of brakes work in large diameter ribbed drums bolted direct to the rear hub shells. The petrol tank is placed on the dash with gravity feed to the carburettor, but when the chassis is to be used for passenger work the tank is placed at the rear of the vehicle with Autovac delivery. The tank has a capacity of 16 gallons.

The vehicle is capable of a speed of 35 miles per hour on top gear, on a level road, and of climbing a 1 in 5 gradient with full load in bottom gear. The petrol consumption is 15 miles per gallon.

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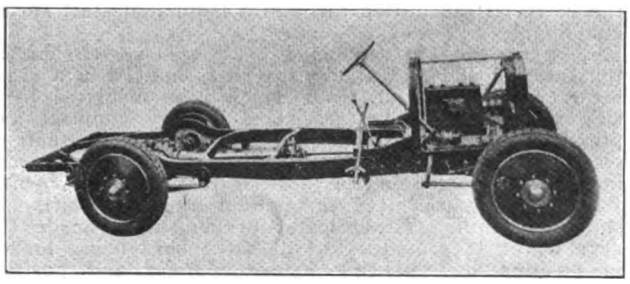
Motor Coach Season.

De Dion Bouton, Ltd., 10 Great Marlborough Street, London, W.1. De Dion Bouton have two chassis specially designed for passenger work but special attention is drawn to the J. E. model designed to take a coach to carry 20 passengers. This J. E. model is fitted with brakes on four wheels. It is made in two lengths,



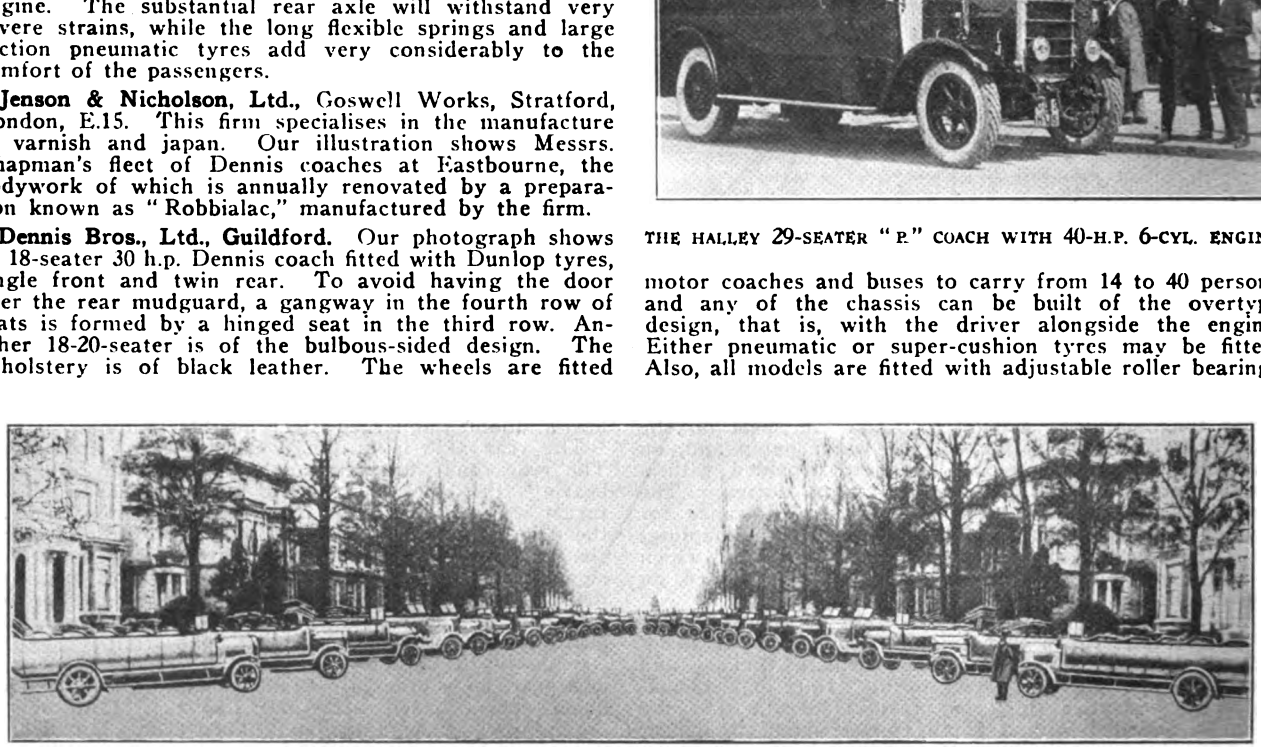
DE DION BOUTON 20-SEATER COACH CHASSIS, MODEL J.E.

namely, either 12 ft. 3 in. or 14 ft. ½ in. wheelbase. The engine has overhead valves, water pump cooling and the chassis is beautifully sprung. With regard to the 32-seater G.Q.3. model it has been used with great success for the last two years on the continent, more particularly in the hilly district of the Pyrenees.

Automobiles M. Berliet, 40 Sackville Street, London, W.1. This firm manufacture two chassis, namely, a 2½ ton model and a 30-35-cwt. model. The 2½-ton vehicle, we are informed, is the outcome of a design originally produced to conform with the difficult requirements of a char-a-banc service on the mountain roads of the Alps, that it has succeeded is proved without doubt by the large numbers of these chassis which are in use throughout the world fitted with motor coach bodies. Its powerful engine will take it up any gradient while the range of gears with which it is provided enables a driver to make best use of the power generated by the engine. The substantial rear axle will withstand very severe strains, while the long flexible springs and large section pneumatic tyres add very considerably to the comfort of the passengers.

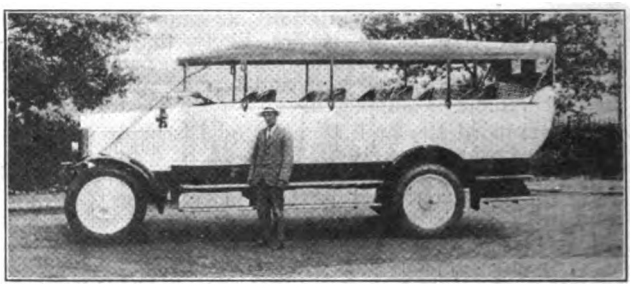
Jenson & Nicholson, Ltd., Goswell Works, Stratford, London, E.15. This firm specialises in the manufacture of varnish and japan. Our illustration shows Messrs. Chapman's fleet of Dennis coaches at Eastbourne, the bodywork of which is annually renovated by a preparation known as "Robbialac," manufactured by the firm.

Dennis Bros., Ltd., Guildford. Our photograph shows an 18-seater 30 h.p. Dennis coach fitted with Dunlop tyres, single front and twin rear. To avoid having the door over the rear mudguard, a gangway in the fourth row of seats is formed by a hinged seat in the third row. Another 18-20-seater is of the bulbous-sided design. The upholstery is of black leather. The wheels are fitted



THE CHAPMAN FLEET OF DENNIS COACHES, BODYWORK OF WHICH IS RENOVATED ANNUALLY WITH "ROBBIALAC."

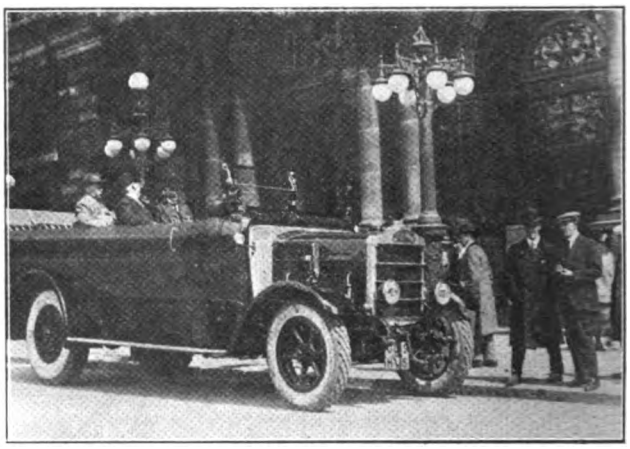
with Dunlop super-resilient cushion tyres, the vehicle is an excellent example of luxurious motor coach design. These coaches are fitted with the Dennis pattern cape cart hood, the hoopsticks of which are provided with rollers that slide along a brass rail on each side of the body. Another special type 30-seater coach is built by this firm, several of which have been supplied to Chapman & Sons, of Eastbourne, who have 30 Dennis machines in service. Chapman's have established a reputation for long-distance motor tours, not only in the British Isles but also on the continent.



AN 18-SEATER 30-H.P. DENNIS COACH.

At the back of this firm's Dennis machines are two baggage compartments the carrying capacity of which is 24 medium sized suit cases. There is also accommodation for baggage under the seats.

Halley's Industrial Motors, Ltd., Yoker, Glasgow. The range of chassis produced by this firm are suitable for



THE HALLEY 29-SEATER "P." COACH WITH 40-H.P. 6-CYL. ENGINE.

motor coaches and buses to carry from 14 to 40 persons and any of the chassis can be built of the overtype design, that is, with the driver alongside the engine. Either pneumatic or super-cushion tyres may be fitted. Also, all models are fitted with adjustable roller bearings on front and rear axles, whilst the larger models have roller bearings throughout the gear box. Where vehicles are required for hilly district work the smaller chassis can be fitted with higher power engines, that is to say, the "Q.S." type for 20-24-seated buses, instead of the

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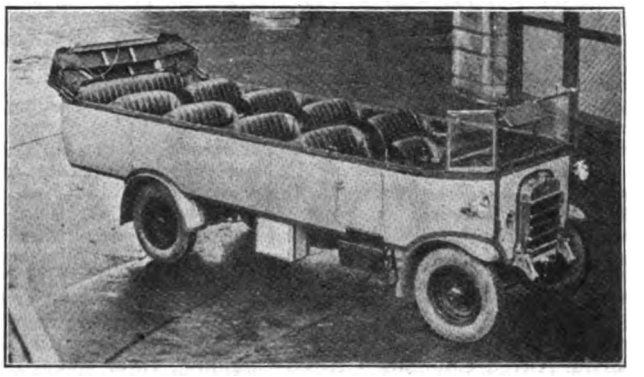
25 h.p. 4-cylinder engine the firm's 35 h.p. 6-cylinder engine and on the type "P" chassis, which is used for char-a-bancs of 29 seats and buses up to 40 seats, instead of the standard 6-cylinder 35 h.p. engine either a 6-cylinder 40 h.p. engine or a 4-cylinder 50 h.p. engine may be fitted. Our photograph shows a 29 seated type "P" char-a-banc with 40 h.p. 6-cylinder engine and single giant pneumatic tyres. This is a very luxurious coach and the price would be somewhere about £1,450. The small 20-seater one-man operated bus complete with body and lighting set is priced at about £900. We have received the firm's latest catalogue which gives complete specifications and illustrations of the large range of vehicles manufactured by this firm.

THE ALBION 1924 MODEL "VIKING" COACH.

Albion Motor Car Co., Ltd., Scotstoun, Glasgow. Our photograph shows the 1924 Albion coach "Viking" model, this was first shown at Olympia last December. The whole design is on pleasure car lines, and the low entrance level necessitates only one step, an advantage which will be much appreciated. The whole idea in the general design of this vehicle was to make it approach as near as possible to present-day touring car design. The opinion of the manufacturers, with which we agree, is that in all good class coaching business passengers rather resent touring by vehicles which by their bonnets and radiators are obviously simply goods carrying chassis fitted with passenger bodies. The special design, therefore, of the Albion "Viking" coach is such as to convey the most pleasing effect. With regard to motor buses the Albion firm inform us that they have received within the past few months numerous orders for the one-man type to carry 20 passengers. It is a popular type for smaller towns.

Alldays Motors, 78 Jermyn Street, St. James', London, S.W.1. This year this firm is specialising in 14-seater Fiats and 18-seater Lancia coaches. The specification for the Fiat coach body is as follows: It is mounted on a 30-cwt. chassis reconditioned by Alldays, and the chassis carries with it a six months' guarantee by the firm. The wheels are shod with six new pneumatic tyres and it is also equipped with a 6-volt C.A.V. lighting set with five exterior nickel-plated lamps. The seating capacity of the body is for 14 passengers. The upholstery is as specified by the purchaser. There is a nickel-plated metal windscreen and nickel-plated body fittings throughout. A hood is provided and also detachable side curtains which have Auster-Rip fasteners. The body, wings, valances and underframe are painted to choice. The price is £545. The Lancia model is fitted with a body finished similarly to the above but there is a difference in design, as follows: The body is known as the "De Luxe" type and has accommodation for from 18-20 passengers and there is a luggage box at the rear. The price of this model is £795.

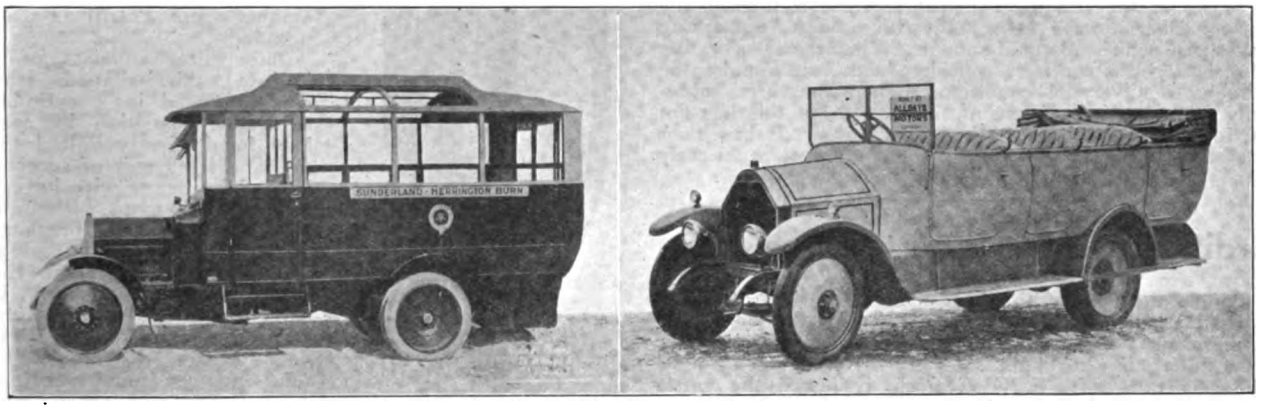


"BRISTOL" 20-PASSENGER COACH ON 2-TON CHASSIS.

Bristol Tramways and Carriage Co., Ltd., Tramways Centre, Bristol. The new 20-seater coach as illustrated has been produced by this well-known firm. It is mounted on a 2-ton Bristol chassis with pneumatic tyres. It is obvious from the photograph ample provision is made for the comfort of the passengers. The entrance is from the front near side door, provided with a folding step automatically closing with the shutting of the door. The frame is made of best selected English ash secured with hand-forged iron body plates. There is a centre gangway with four rows of seats each side to seat two persons each and a back seat to seat four persons. The latter is made removable for carrying luggage. It has a Bristol patent one-man hood. The floor is covered with cork linoleum, the plate glass windscreen is set in a heavy brass frame.

The cushions and back squabs are trimmed with leather and stuffed with horsehair spring seats.

International Harvester Company of Great Britain, Ltd., 80 Finsbury Pavement, London, E.C.2. The firm supplies two passenger vehicles, namely, the 14-seater saloon bus at £650, and a 14-seater motor coach at £595. The coach is fitted with four rows of four seats and there is ample elbow and leg room to every seat. The body is constructed of English ash with steel panels, the framing is reinforced with long forged steel plates. All doors are hung on forward pillars and fitted with slam locks with inside and outside handles. The coach has a special type one-man hood with detachable side curtains and large celluloid windows. There are special celluloid side shields to front seats to deflect air currents beyond the rear passengers. There is a strong windscreen with top portion on driver's seat to swing outwards. The chassis is built for a speed of from 20 to 25 miles per hour.



TWO EXCELLENT EXAMPLES OF ALLDAYS' COACHWORK.

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Liverpool C.M.U.A.

Sixth Annual Meeting.

THE sixth annual general meeting of the Liverpool Area (North Western Division) of the Commercial Motor Users' Association was held at the office of the secretary (Mr. C. R. Whitnall) on Wednesday, February 13th. Colonel Fairclough, of Messrs. J. Fairclough & Co., Warrington, presiding, and the following firms were represented:—Messrs. The Liverpool Cartage Co.; J. Bibby & Sons, Ltd.; W. & R. Jacob (Liverpool), Ltd.; Greenall, Whitley & Co., Ltd.; R. and N. Barker Transport Co., Ltd.; and Tate and Lyle, Ltd.

The following committee was elected for the ensuing year:—Col. B. Fairclough (J. Fairclough & Co., Ltd.); Messrs. Joseph F. Kitchen (Liverpool Co-operative Society); R. W. G. Barnett (Liverpool Cartage Co.); F. G. Birch (Tate & Lyle, Ltd.); M. Braithwaite (J. Bibby & Sons, Ltd.); A. C. Bloomer (J. Crosfield & Sons, Ltd., Warrington); Thos. Lawrenson (Bootle); P. McGetrick (McGetrick Bros., Birkenhead); J. T. Mount (Thos. Wilson, Bootle); D. E. Watson (Greenall, Whitley & Co., Ltd., Warrington); W. J. Harper (Wm. Harper & Sons, Ltd., Liverpool); W. Edwards (Garlick, Burrell & Edwards); T. Jones (Wallasey Haulage Co., Ltd.); Capt. J. R. Williams (W. & R. Jacobs, Ltd.); Messrs. Alfred Goulding (Alfred Goulding, Ltd., Wigan); N. Barker (R. and N. Barker Transport Co., Ltd.); W. Sutton (Warrington); R. C. Lorimer (Jarvis Robinson Transport Co., Ltd.); and A. Slee (Liverpool Warehousing Co., Ltd.).

The report of the Committee was as follows:—It is regretted that the business of road transport has not fully recovered from the severe trade depression which for some time past has affected all industries. It is hoped that a revival will not be long delayed. Notwithstanding trade slackness, the Committee has been very actively engaged on important work for motor users.

The scheme for providing an improved water supply for steam wagons appears now to be firmly established; and the water authorities in Birkenhead, Bolton, Burscough, Manchester, St. Helens, Warrington and West Cheshire have decided to instal service boxes. The water tokens are at present only obtainable from the secretary of the Liverpool area. During the seven months ended 31st December, 14,000 tokens have been supplied to steam wagon owners.

The new scheme of legal defence has been a marked success, judged by the use that members have made of it, and the general satisfaction which has been expressed. During the year 67 cases were defended by the Association on behalf of members in the area, with highly satisfactory results. In addition, legal advice has been given in a great number of cases.

The condition of roads and bridges in various parts of the country to which attention has been drawn by members affected has formed the subject of correspondence between the Committee and the authorities concerned. The bridges requiring attention were as follows:—Menai and Waterloo (N. Wales), Queens Ferry, Sutton Weaver, Acton and Lymm (Cheshire), Crowle Wharf and Welney (Norfolk). The Committee is satisfied that their representations are having the desired effect.

Much time and thought has been given to the important matter of the fusion of road transport associations. Several conferences of the various road transport associations in the Liverpool District have been held with a view to working out a scheme which all could support. The scheme operating in Manchester was carefully considered but was found to be unsuitable to Liverpool conditions. The Committee subsequently formulated a scheme of their own, but this has not so far found favour with the other associations. It has been decided to hold another meeting of the conference at an early date.

Cardiff Road Transport Association.

THE annual meeting of the Cardiff and District Commercial Road Transport Association was held at Wood Street Chambers, on February 28th, with Mr. Evan Jones, J.P., the president, in the chair.

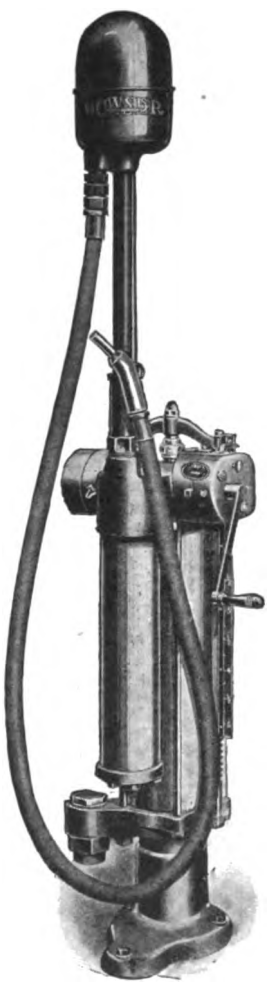
The secretary, Mr. F. C. Gerrish, reviewed the work of the Association during the past year. He referred to the arrangements to be made with regard to the Bills shortly to come before Parliament of transport interest, the Industrial Councils Bill and the Eight-Hour Day Bill, and put forward suggestions for a conference of all haulage contractors at Cardiff with a view to increasing the Association's membership and effective representation of the commercial road transport interests in all negotiations.

Mr. H. J. Cridland was elected to be the Association's vice-president on the Cardiff Chamber of Trade with Messrs. E. J. Wensley and F. C. Gerrish (secretary) as delegates. Mr. Evan Jones was re-elected to represent the Association on the National Federation General Council. The election of the officers for the year was deferred until a later meeting, the present officials consenting to carry on until that time. In the interim the proposed conference of all sections of the road transport trade with the object of increasing the Association's membership is to be held.

Subsequent to the annual meeting proprietors of road transport in the Cardiff district have been circularised on the subject of membership. The circular calls attention to the co-ordination of employee interests in the Transport and General Workers' Union and remarks that it is imperative that employers should not put limitation on the scope of the Association's operations by remaining outside the Association. A more important point is that the Ministry of Labour has made representations, recently, to the Association on the need of standardisation of transport workers wages in the Cardiff district. The Ministry inclines to the view that this would the more easily be obtained if a strong representative association of the employers was empowered to negotiate for all. The present rate in force at Cardiff is as follows: Motor drivers 60/6, horse vehicle drivers 52/-, in each case per 48-hour week. A review of these rates is now due under the existing agreement.

Bowser Petrol Pump Demonstration.

BY the invitation of Messrs. S. F. Bowser & Co., Windsor House, Victoria Street, London, we witnessed a demonstration in connection with their well-known petrol pumps which took place at their warehouse at Pancras Road, King's Cross.



A standard feature of the pump is the centrifugal filter which separates the petrol from any water or other extraneous matter which is to be found in unfiltered motor spirit. In order to demonstrate the manner in which this is done a mixture comprising 75 per cent. of water coloured with Dolly Dye and 25 per cent. petrol was passed through the pump—the petrol coming out of one tap absolutely clear while the coloured water was pumped through another tap, showing conclusively the success of the filtering arrangements.

The Bowser Centrifugal Filter is a special attachment designed to be used with Bowser Petrol pumps for the purpose of separating water and other foreign substances from Petrol as it is pumped.

The Filter consists of a hollow, spiral-shaped iron core, encased in a cylinder secured in position by cast iron heads firmly bolted together with a pair of screens backed by heavy wire braces to enable them to withstand any necessary pressure during the act of pumping.

The Petrol enters the filter at the top and is forced down by pressure from the pump. The spiral core causes the liquid to take a centrifugal motion. The water and other substances, being heavier than the Petrol, are thrown to the outside of the filter. This, together with the screens, prevents the water and dirt from passing through the discharge, assuring clean Petrol at all times.

It is well known that some kinds of motor spirit contain a very much larger percentage of foreign matter than others and it was as the result of an enquiry from a big prospective customer that Messrs. Bowser decided to make this demonstration which proved conclusively the absolute effectiveness of the filter.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

THE SPENCER HORSE SHOE.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—I am enclosing a report of a lecture given to our association last week, and I would be glad if you could insert same in your paper.

As you will be aware, the question of shoeing in view of the present road surfaces, is one of supreme importance to all owners of horses, and having used the patent shoes described for about two years, I can, with confidence, recommend them to any of your readers and friends.

I enclose photographs showing outline of shoe on the ground surface, one as fitted to a hoof, one showing adhesive powers on a piece of plate glass tilted at an angle of 40 degrees.

Trusting you will find the subject of sufficient interest for publication.

Yours faithfully,
T. E. PICKERSGILL,
Hon. Sec., Bradford Horse Owners' Association.

Bradford.
March 3rd, 1924.

Re RUBBER TYRES FOR ROAD LOCOMOTIVES.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—We have noticed Messrs. Hickey & Sons' letters appear in the "WORLD'S CARRIERS" and "ROADS AND ROAD CONSTRUCTION," in which they refer to my firm. Several of Messrs. Hickey & Sons' statements in this connection are not quite accurate. Rubber-tyred traction engines, for instance, are not new to the London area.

We have had our Fowler engines working in London, and passing through continuously, fitted with rubber tyres for the past five years. We have recently (previous to Messrs. Hickey having rubber tyres) conveyed a considerable amount of plant from Ashford, in Kent, to Oxford, passing through London daily with our engines, besides other work in London. Further we have a dozen engines (which are larger than Messrs. Hickey's) fitted with rubber tyres of Messrs. Macintosh's make, and we put our first rubber tyres on in 1914.

We should be glad if you would put this letter in the paper as there are also numerous other Fowler engines in the North of England fitted with rubber tyres.

Yours faithfully,
N. E. BOX.

Norman E. Box, Ltd., Manchester.
March 1st, 1924.

INSURING GOODS FOR ROAD TRANSPORT.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—This will acknowledge receipt of your valuable bulletin for the month of January and we are anxious to compliment you for the very interesting subjects contained therein. Aside from the valuable articles written by eminent and very practical men we are greatly impressed with the vast amount of advertising that is real up-to-date contained in your issue, and it leaves the writer to believe that your men over there engaged in supplying the transportation world have a somewhat different conception of accomplishing their aims than our manufacturers in the same industry have over here. This, coupled together with the articles you have presented upon the various classifications, make your book indeed worth while and I imagine looked for by the men in transporting merchandise.

Among the numerous articles we were especially attracted to comment upon motor drivers using shop windows as reflectors. This is indeed a novel venture and the first time we have ever heard of it being used and we earnestly commend you for your action in condemning this mode of procedure.

We are sending you herewith our last bulletin issued touching briefly upon a bill which has been introduced in our Congress at Washington, relative to pilfering of interstate merchandise, also describing the accomplishments anticipated. We would like to have you give us an expression on same, and if possible enlighten us on the subject as to how you handle same over there. We would also like to have you give us some information upon obtaining insurance upon valuable articles handled in that manner.

In most of our cities of the United States it is almost impossible to secure proper insurance for the protection of the drayman in such instances. A load of goods is stolen, possibly truck and all, valuing between 15,000 and 25,000 dollars, and the vehicle owner is held responsible because in the State of Illinois, the Supreme Court has ruled that the drayman is a "common carrier," although when he sent his wagon to the call of a merchant on a hourly basis he did not know whether that vehicle would haul rags, woollens, or silks. He did not have the direction of the wagon, which was given by the merchant. The truck was stolen and the drayman must pay some $2,300 or $2,500 for the loss of the goods. The objectionable point in granting insurance on merchandise of this kind is that there may be, and often is, collusion on the part of the driver, or possibly, the shipping clerk or others connected with the transaction. In some instances, insurance is granted at an exorbitant rate, provided both the merchant doing the shipping and the drayman are covered jointly.

This is indeed a growing evil and is the prime object of having the passage of the bill herewith enclosed, as we believe that we will get better results through the Federal Courts because of our ability to subpœna witnesses from any state for the proper presentation of our case, which cannot be done in the state courts.

We also desire to acknowledge receipt of your 1924 Year Book and Diary. This we believe to be the most wholesome method of advertising because it keeps the book constantly before the ultimate consumer and contains such valuable information upon shipping and other details that one can hardly get along without it after having used it for one year.

This office is making very good use of your book and we desire to thank you most kindly for sending same. If we can be of any service on interchange of ideas or furnish information as to how matters are done on this side of the waters you may rest assured it will be a pleasure to comply with your request.

With best wishes for your complete success and highest personal regards, we beg to be

Yours very truly,
NATIONAL TEAM & MOTOR TRUCK OWNERS' ASSOCIATION,
FRANK F. TIRRE,
Secretary.

St. Louis, Mo., U.S.A.
February 5th, 1924.

The Motor Hirers' Association.

OUR readers, who remember the reports which we had regularly of meetings of the Motor Hirers' Association promoted by the Motor Trade Association, will be interested to learn that an independent association has now been formed for those engaged in the motor hire business as a trade. The Chairman of the new association is Mr. H. T. Rickards, of Messrs. Charles Rickards, Ltd., 12 Spring Street, Paddington, London, who is also acting as Hon. Secretary (*pro tem*) with his address as the temporary offices. The objects of the Association are, amongst other things:—

To watch over the general interests of those concerned in the trade of letting motor vehicles out on hire, and to endeavour to safeguard them in any way in which they may be menaced and to do all things possible that may be considered and calculated to promote the interests of the members in connection with the business.

To have available for the use of its members a competent solicitor who shall be thoroughly in touch with Motor Car Law as affecting those engaged in the business to whom members may appeal in the event of difficulties usually experienced by them.

To watch and report on any contemplated legislation affecting or likely to affect the interests of motor owners engaged in this particular section of the trade.

To at once take steps to be fully represented on the Motor Legislation Committee with a view to putting forward the hardships now existing under the present method of motor taxation.

Any of our readers who are interested in this new Association are asked to communicate with Mr. H. T. Rickards, who will send them full particulars and will welcome them as members.

RAILWAY AND CANAL TRAFFIC CASES.—Vol. XVII.—By W. A. Robertson, B.A., and W. S. Kennedy, L.L.B. (Sweet & Maxwell, Limited, 3 Chancery Lane, London, W.C.2. £1/12/6 net). Ten cases of great importance decided by the Railway Commissioners and the Railway Rates Tribunal are reported in this latest volume. The case of The Port of Manchester Warehouses, Limited v. The Cheshire Lines Committee, Great Central Railway Co., and Great Northern Railway Co., which our readers will remember we referred to at the time the matter came before the Court, is fully dealt with, and the Digest of Cases, which is in continuation of those in Vols. 1 to 16, must prove of great value to the transport industry as here the points in a case with the finding of the Court are given in a short paragraph. The very important case of Great Northern Railway v. LEP Transport and Depository, Ltd., is referred to.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View. — During February trade was rather quieter but towards the end of the month showed signs of improvement.

Manchester Corporation Bill, 1924.—The poll of electors showed a majority for inclusion of Clause 45 in this Bill providing for the cancellation of the bye-laws restricting the user of the tramways in Portland Street and Peter Street, and it is, therefore, necessary for the Clause to be opposed in Parliament. This will be done by the Manchester Committee of Road Users in conjunction with the Motor Legislation Committee and road users generally feel confident that the Manchester Corporation will not be allowed to carry out their desire. With regard to Clause 76 of the Bill providing for the stopping of vehicles when a tramway car is stationary at any point authorised as a stopping place it is interesting to record for the information of our readers that the Ministry of Transport has replied to a joint letter from the Association of Municipal Corporations and the Municipal Tramways Association intimating that the Minister could not favour legislation to enforce regulations which would prohibit road vehicles from passing tramway stopping places on the near side of tramcars while trams were stationary thereat or while passengers were boarding or leaving cars.

Parking Solution. — A huge steel-framed three-storey super garage, with a total area of 2,500 square yards and a capacity for housing more than 250 motor cars at a time, has been planned out for Deansgate, Manchester, and the preliminary work of excavation has already commenced. A considerable number of local unemployed are at present engaged on this work, and it is anticipated that when the actual construction is embarked upon work will be found for a further number of skilled men in the building, bricklaying, and allied trades. Stretching from Jackson's Row through to Bootle Street, the garage, which it is claimed, will be one of the largest in the country, will cover so large an area that the architects, Messrs. Foden, Hemm and Williams, of Manchester and Liverpool, have been able to incorporate in the plans a rest room and canteen, complete with billiard tables and telephone, for the convenience of chauffeurs who are compelled to wait about for considerable lengths of time. An entrance has been planned for each end, and the ground floor will be used as a public garage, whilst the first floor has been constructed as a repairs department. The two higher storeys will each be divided into small cubicles for the garaging of private cars, and it will be possible for a motorist to drive his car into the ground floor of the garage and be conveyed by lift to his own private garage. The task of constructing the main portion of the new building has been placed in the hands of Messrs. Byrom Ltd., the well-known Bury firm, and Messrs. Lambourne & Co., Ltd., of Openshaw, have been commissioned to make the steelwork, but a considerable amount of excavation work will have to be done before the actual construction can be started. It is, however, hoped to have the garage complete within the next two months, ready for the opening of the motor season. The total cost, it is estimated, will be somewhere in the region of £20,000, and when the work is completed a staff of skilled mechanics and drivers will be maintained to be ready for service both day and night. Mr. J. W. Haworth, a well-known Manchester motor engineer, has ordered the construction of this monster garage.

The Manchester and South East Lancashire Road Transport Organisations.—Report is now available upon the working of the joint organisation for the year 1923 which saw a fusion of interests effected in the Manchester Area by the Commercial Motor Users' Association and the Manchester Transport (Owners) Association, Ltd., and in the South East Lancashire Area between the Commercial Motor Users' Association and the Amalgamated Horse and Motor Owners' Association, Ltd. The position has proved to be very satisfactory and the year's work has shown that the common membership without any duplication of functions has solved numerous difficulties experienced. Apart from the efficient organisation created as a result of common action, there has been a great saving of time for both officials and members of committees, due to the system which enabled trade matters to be dealt with by one committee, whilst commercial matters were dealt with by another committee. Comparing the position of the Manchester Area as it stood in 1922 with the same area in 1923, the creation of the joint organisation has resulted in an increase of membership of more than 100 per cent., the figures being: 1922: 213 members; 1923, 444 members. In addition to this actual increase in membership, there have been almost 500 firms approached with a view to membership, a large number of these having recently adopted their own transport facilities, so that there is good reason to expect a better result for the year 1924. The result of the year's working in these two Areas is watched by the headquarters of the Commercial Motor Users' Association and also the National Organisation on the trade side (the National Road Transport Employers' Federation), and there can be no doubt that although during the past year trade has been very depressed in Lancashire and Cheshire the result not announced is one which should induce the Areas throughout the country to tackle the problem of road transport organisation, and put themselves on similar lines to those obtaining in the Manchester and South East Lancashire Areas. The East Lancashire Area is also organised under a somewhat similar scheme, and it is understood that the project is in hand in other Areas also.

Motor Lorry Noise and Vibration.—At the Manchester Assize Courts on 5th February, before the Vice-Chancellor of the Palatine Chancery Court, Mr. R. B. Lawrence, K.C., an action was brought by William Jackson, owner of three houses in Flag Street, Bacup, against Messrs. Moore Brothers (Rawtenstall), Ltd., asking that the defendants be restrained by injunction from trespassing upon his land and from driving motor lorries upon a private road so as to cause a nuisance and injury to his houses by noise and vibration. Mr. J. Bennett and Mr. Laski appeared for the plaintiff, and the defendants were represented by Mr. T. Eastham, K.C., and Mr. E. C. C. Firth. Mr. Bennett explained that near the houses in question was a tramway leading to the Lee stone quarries. The defendants who are builders and contractors, were removing stone required in connection with a housing scheme at Bacup, and the motor lorries, after loading up, proceeded along a private road past the plaintiff's houses. They trespassed upon a strip of land, which had been reserved for a footpath, and after mounting the flags bumped down again violently. The houses were shaken, cracks appeared, and structural damage would develop if the practice continued. Mr. Eastham said his clients had never claimed any right to go upon the footpath, but they had a right to use the private road, and denied that any nuisance was caused by vibration from the vehicles which passed along it. The Vice Chancellor said if the vibration was not more than that produced by motor vehicles on an ordinary road it could not be stopped by injunction. Even if houses were shaken it did not follow that there was a nuisance. It would not add to the amenities of the houses, but that was another matter. The plaintiff, in evidence, said he was at one time the tenant of the stone quarries and used the private road with horses and carts. It was not suitable for motor traffic, being composed of clay, with sandy soil, and no stones except chippings which had been dropped from the vehicles. There was no paving, no pitching, no foundation. If the defendants would make a proper road he would not object at all, provided the lorries kept off his footpath. Twice he had received small sums as compensation from the insurance company to whom the defendants referred his claim. The Vice Chancellor decided that the plaintiff was entitled to £3 damages for trespass, but failed in his claim for an injunction. There would be no costs on either side down to the delivery of the defence; after that the plaintiff must pay the costs.

Coventry to Manchester Motorway. — A deputation from the Northern and Western Motorway waited upon the Manchester Area Committee of the Commercial Motor Users' Association on 20th February with a view to obtaining their support in the promotion of a scheme for the construction of a motorway from Coventry to Manchester. The attitude of the local associations had been one of caution and on the occasion of the interview a very full discussion took place with the result that the means and objects of the promoters of the motorway were explained in full detail and a number of objections which had been held by the users were removed. The deputation made it clear that no grant of public money was required and that the establishment of the private motorway would not interfere or undermine the free use of the roads generally. As a result of the discussion the project will be reconsidered by the committee concerned.

Increase in Rates. — The Manchester Ship Canal Co. have given public notice of an increase in their rates and charges, generally showing a rise of 10 per cent.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

A Useful Bus Inauguration.—Typical example of the advisability of operating bus services on certain days each week, where the patronage is insufficient to warrant a regular daily service, is forthcoming from Mid-Northumberland, where Messrs. Jos. Forster and Son, have displayed particular enterprise in meeting in a comprehensive manner the passenger transport needs of the people of that extremely isolated area. Otterburn lies some 38 miles to the west of Newcastle, and has in the past relied solely upon a scanty train service from a station several miles distant, and the immediate success which has attended the commencement of the service linking up the country township with the Tyneside Metropolis, is adequate testimony of the success which can be achieved by carefully considering the requirements of the outlying districts, as well as of merely providing routes in the more thickly populated centres. This service is run each Thursday and Saturday and is meeting a long felt want.

Haulage Matters.—The dockers strike occasioned almost complete demoralisation in North country haulage circles, but with that dispute now satisfactorily terminated the future is being anticipated with quiet optimism, and it is felt that there will be increased business during the coming months. Price cutting is still too prevalent in the area, however, and is having an adverse effect upon the carrying industry.

Removals.—After a particularly bad patch, for some considerable time past, it is pleasing to be able to record slightly improved conditions, so far as the removal trade is concerned. This is probably due to the fact that more houses have recently been completed in the neighbourhood, and that normally there is a picking up of business during the first month or two of the year.

A Welcome Recovery.—It gives us great pleasure to extend our congratulations to Mr. A. E. Millard on his excellent recovery from a rather serious illness. Mr. Millard is probably one of the best known men in North country removal circles, for in addition to being a director of the old-established and important firm of Messrs. Robson and Sons, Ltd., of Northumberland Street, Newcastle-on-Tyne, and of London, he has control of the entire removal side of the business. He is an advocate of six-wheeled transport for the furniture trade, and has proved conclusively the utility and advantage of this class of vehicle by operating one with particular success during the past year or more.

Coaching Preparations. — Motor coach owners in the district bordered by the Tweed and the Tees are now busily engaged in putting finishing touches to their programmes for the 1924 season, and the general opinion prevails that, given anything like reasonably fine weather, and freedom from disputes in the industrial world, the season should be attended by results bearing favourable comparison with those of 1923, when matters were, generally speaking, the reverse of encouraging. There are unlikely to be any innovations introduced, for most of the leading proprietors are content to provide good and comfortable travelling facilities, and are not installing wireless, or any such novelties, which, they think the public are much more likely to appreciate in front of their own firesides rather than when enjoying a country outing. Longer whole day tours, with mileages extending up to 180 miles, will however very largely supersede shorter runs during the coming season, if orders placed to date are any criterion. The inability to secure any definite working arrangement amongst local proprietors is still as marked as ever, and therefore the vexed question of prices remains still as thorny a one as in the past, but it can be taken as a generally accepted fact that those owners who take pains to guarantee safe travel, will operate at a figure of not less than 1¼d. per passenger per mile for large capacity coaches, and 1½d. per passenger for the smaller and more luxuriant vehicles. Even with an especially late Easter, this year, there will be little, if any, coaching before Good Friday, which is the generally accepted opening date of the North country season. That optimism prevails is indicated by the number of orders placed for new vehicles, and it is a sign of the times that small capacity coaches, on pneumatics will be on the roads in increased numbers during the forthcoming season.

Carters' Wages.—During the month motor drivers and carters attached to the National Amalgamated Union of Labour, numbering about 2,000 have made representations for a wage advance of 5s. per week, and payment for holidays. Present wages range from £2 10s. to £3 per week.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

The Trade Position.—It cannot be said that there is much improvement in the haulage trade. Perhaps we shall see better times shortly. It is undoubtedly a fact that the worst of the slump has been seen, but the recovery, so far as most industries in the West Riding are concerned, is so slow that it is only by looking back several months that any hope for the future can be obtained. The building trade would appear to be the one which is providing the most benefit to the haulage trade, and those who had a connection in this branch have been the most fortunate. A factor in connection with the building trade which is proving in favour of the haulage man is that the industry as a whole was not among those which went in for motor transport to any very great extent when capital was plentiful after the war. The building trade was then in a state of quiescence, and builders contractors did not buy lorries to the extent that some of those in industries which did well out of the war did. Now they are finding it more economical to hire haulage, as many other industries would do if they would weigh up the cost of keeping their own vehicles in times of bad trade when small loads and idle days are the rule.

Coach Trade Outlook. — The time has come when motor coach owners are making plans for the summer season. One Bradford owner, in conversation with me, said his company was hopeful that the coach business would be better than it was in the two last seasons for those who were engaged in it. It was anticipated that there would be probably fewer coaches available and any renewals made would be with small coaches rather than the big 26 and 28-seaters. More luxurious travel was demanded by the class of people now seeking recreation in this way. The railway companies would undoubtedly do all they could to encourage the holiday tripper and this would affect work from the recognised stands, but, provided the weather was favourable, there was every hope that there would be good public patronage for coach services, more especially in the nature of private parties, as distinct from parties picked up in one's and two's.

Bus Service Scramble.—The bus service scramble goes on with intensified vigour and there is scarcely a route upon which bus services are run by private concerns where competition is not met with. The only bar to this would appear to be where local authorities decline to authorise interference. In most cases, however, the local authorities are prepared to accept all who come in the belief that a better service for the public will be provided thereby. Many concerns engaged in this work must be losing money, and how long they can hold out it is difficult to estimate. Perhaps some day there will be an effort made to combine the individual operators of services and then, perhaps, we shall see in the West Riding a big concern with a wide-spread organisation like those in the Midlands, in Lancashire and other parts of the country. Activity is recorded among the municipal bodies, and while the Leeds City tramways department is procuring motor buses for cross-city services to connect the radiating lines of tramcars they are also purchasing trolley vehicles of a new type with covered upper deck and internal staircase. Bradford is buying six one-man trolley vehicles from the Associated Equipment Co., Ltd., at a cost of £9,200—and is talking of putting 60-seater single deck vehicles on routes at present served by tramcars where financial considerations will not allow rails to be relaid. Keighley has already given an order for trolley vehicles with which it is intended to supersede the present tramway cars.

A Bridges' Difficulty.—Some day there will be a clash between road-using interests and the railway and canal interests with regard to the maintenance of bridges over canals and railways. Already there has been a preliminary encounter in South Yorkshire, where certain townships have been isolated to an important degree by roads carrying the approaches to these places being carried over canals by bridges of limited capacity. In scores of places long detours have to be made with lorries in order to avoid such bridges and the railway companies would appear to be keeping a closer eye on traffic on railway bridges with a view to checking the passing of vehicles beyond the limited axle weight. There is no likelihood of the railway and canal companies going beyond the legal requirements in regard to bridge maintenance, or of jeopardising their position by ignoring anything going on.

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Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade. — The improvement in trade in the Midlands continues, and haulage contractors generally are obtaining more orders. There is no question that there are more commercial vehicles on the roads in this district than have been seen for some time, many firms are finding that for short distance work the railways cannot compare with road haulage, and the recent railway strike came as a blessing in disguise to road haulage contractors who obtained customers who previously have had no experience of road transport, and having now had this experience are not at all inclined to go back to the railways. Long-distance haulage work is also more readily obtainable than in the past, Liverpool, Manchester and London being the principal centres to which goods are sent by road from Birmingham and the Black Country. Motor coach proprietors are now busy preparing their vehicles for the season, and it appears that a number of pleasant surprises are in store for motor coach passengers in the nature of more sumptuously appointed vehicles, and possibly reduced rates.

Traffic Congestion in Birmingham.—Traffic congestion in the centre of Birmingham is becoming a serious matter as frequently long lines of vehicles are held up for considerable periods in several of the principal streets, causing delay, loss of time, and waste of petrol. Numerous suggestions have been made from time to time in order to reduce the congestion and among others is one put forward by the Roads Improvement Association who advocate the sign posting of inner ring roads which would cut out the central streets of the city so far as much of the north and south or east and west traffic is concerned. The arrangement of tramway termini at various points in the city accentuates the difficulties and a special committee has been appointed by the tramways committee for the purpose of presenting a report on the subject. Among other suggestions put forward is one for an underground central tramway terminus, approached by subways, but it is extremely doubtful whether such an underground terminus would be a paying proposition, and even if it were it is even more doubtful whether it is practicable from an engineering standpoint, owing to the various levels on which the city stands.

Motor Vehicle Increases in Birmingham.—Up to January 31st the local Taxation Department of the Birmingham Corporation had issued 21,079 licences for road vehicles, as compared with 18,317 at the corresponding date last year and 15,001 in 1922. The licences issued for commercial goods carrying vehicles number 4,584, as compared with 3,950 a year ago, an increase of 634.

The Commercial Motor Users' Association.—At the last meeting of the Midland Division of the Commercial Motor Users' Association, among other things discussed was the question of clearing houses, and after some discussion, in which several members expressed the opinion that clearing houses run by the various branches of the association might prove advantageous to the members, it was decided to refer the matter to headquarters and to suggest certain lines on which such clearing houses might be run, not with a view to making a profit for the association, but rather with the object of assisting its members to get more closely into touch with firms requiring transport, and also into touch with firms who might supply return loads. It was decided to hold the Annual General Meeting on Thursday, March 27th, at the Chamber of Commerce, at 4.30 p.m., when all members are cordially invited to attend. The hon. secretary reported that progress was being made with the quarterly magazine, a draft copy of which was submitted to the meeting.

Dangerous Lorry Driving.—At Burton-on-Trent, James Reed, the driver of a lorry belonging to the Butchers Hide and Skin Market, Birmingham, was recently fined four guineas, together with six guineas costs, for driving to the danger of the public, and a second summons for "Interrupting the free passage of persons on the highway," was taken into consideration. The main facts of the case were that the driver of a private car wished to overtake the lorry but was unable to do so for five miles, over which distance the lorry zig-zagged from side to side of the road. The lorry was finally stopped on arriving at a bridge which was under repair, where first of all the driver entered on a portion of the road not under repair and then seeing another car approaching, stopped his lorry suddenly and without giving any warning, reversed and crashed into the front of the car behind, doing considerable damage.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Proposed Municipal Bus Station.—The Swansea Council is to consider the establishment of a municipally owned bus station. At present a large number of the narrow streets of the borough have to be used as termini and standing places for the many bus services plying to and from Swansea. In order to centralise these the proposal put forward is that the existing market place should be converted into a parking ground for charsa-banc and motor cars and that a bus station with a 30 ft. roadway, two platforms, ladies and general waiting rooms, etc., should be constructed on part of the present floor space. Shops would occupy the main Oxford Street frontage, and the market now on ground level would be built over the vehicle park and bus station, part of the overhead space being allocated for the purpose of a public hall. It is proposed that a toll be levied on buses and vehicles making use of the accommodation thus provided and these are estimated to give a yearly revenue of £8,000, whilst rents from shops, public hall and market dues and tolls enhance this sum to £21,000 per annum. As the estimated cost of the work is £110,000, of which it is hoped to obtain part in grant from Government departments, an early paying off of the capital debt would be expected to result from the sums received in excess of the annual loan charges, etc. An early decision on the matter is expected from the Council.

An Important Suggestion.—A suggestion of importance in the matter of licensing of omnibuses to ply for hire has been put forward to the Ministry of Transport and the Carmarthenshire County Council by Mr. Parry Jones, Llanerch, a member of the latter-named local authority. He calls attention to the fact that in the County of Carmarthen only one local authority exercises its right to control, by issue of permits, omnibus services, viz., the Llanelly Borough Council. Of the 71 vehicles plying to and from that borough none are owned by Llanelly proprietors with the consequence that the Llanelly Council virtually controls the transport facilities of a considerable area outside its legitimate sphere of local administration and by its ability to restrict, by permit refusal, services for a field from its own area becomes, in effect, the administrative body of an area that it was never intended it should control. The suggestion made to obviate this state of affairs, is that in future the Ministry should vest the issue of license powers not in a local authority but in a regional committee representative of the Councils in a wide area. Co-ordination of license issue as well as limitation to proper bounds of powers of any one authority would be gained thus.

. The Carmarthenshire County Council will be asked to endeavour to make such a voluntary constituent authority committee for the area without waiting for the Ministry's reply.

Coach Season Preparations.—The near advent of the coaching season has resulted in the proprietors making preparations to meet demand. At present no striking innovations of services or in vehicle types are reported to be projected in South Wales and the itineries will be much as in former years. There is a likelihood, however, of several bus companies running coaching services, in addition to the regular route services, this season, notably the South Wales Commercial Motors, Ltd., Cardiff, who project special day trips from Cardiff and the mining centres to well known resorts. The question of charges is the subject of tentative negotiation between coach proprietors with the view to avoiding the large scale rate-cutting that so handicapped the trade last season.

Technical Vehicle Inspectors.—Feeling in South Wales has for long been that the councils inspectors of hackney carriages should be persons possessing technical knowledge of motor vehicles. A good deal of irritation has been caused to proprietors by fault finding that arises solely from the ignorance of the inspectorate who incline to emphasise unimportant points whilst, from lack of technical knowledge, passing over matters of importance connected with engines and the vital parts of vehicle chassis. At length some of this feeling seems to have spread to the representatives on local bodies for in the past month at two council meetings in South Wales the advisability of appointing inspectors with technical training to replace the present officials, whose excellent and conscientious service was not impugned except in so far as natural ability to adequately deal with points arising without special technical knowledge was discussed. Many motor vehicle proprietors will note this tendency to recognise the need of technical training with pleasure.

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Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Nottingham Corporation Railless Traction. — The Nottingham Tramways Committee have decided to adopt the system of railless electric traction in some of the narrow streets of the city. It has been recognised that railless traction has passed the experimental stage and must now be regarded as a serious competitor of the tram and motor bus. As far as Nottingham is concerned the system will be a decided advantage, preventing the congestion of traffic that is now experienced where trams are running in narrow streets with the added dangers of the loop lines.

Nottingham and District Master Carters' Association.—The Annual Meeting was held on February 26th, 1924, at the Mechanics Hall. Mr. J. E. Chettle was again elected president for the ensuing year, and was thanked for past services rendered. He was also the appointed representative to be on the Council of the National Road Transport Employers Federation and the Joint Industrial Council for the North Midland Area. The Notts Farmers' Union are in negotiation with regard to supplying members of the Association direct with hay, seeds, oats, and straw. The scheme should be to the advantage of both parties if adopted but there are many difficulties in the way. It has been suggested that the Farmers' Union would do well to take over a store place in Nottingham and conduct the buying and selling on a co-operative system supplying contractors as required, but the financing of such a scheme does not meet with favour.

The present wages for carters is 51s. per week (48 hours) overtime, *pro rata*, but an application for a further 5s. per week has been made by the employees owing to the increased cost of living. It was decided to find out the attitude of Employers' Associations represented on the Joint Industrial Council, as an agreement was in force covering wages until July, 1924. The members are strongly opposed to the eight hours day bill now being drafted by the Government for presentation at an early date.

Nottingham Chamber of Commerce Haulage Contractors' Section. — Since the railway strike a certain amount of road traffic has been regained by the Railway Companies which can be understood, but the fact remains that some firms other than the regular users of the road service to and from London recognise the assistance given during the period of railway stoppage, and have since supported road transport which has resulted in increased traffic. The service to and from London is therefore in a flourishing condition and well maintained. The Annual Meeting of the section will be held very soon when appointments will be made to fill the various offices connected with the section.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

An Important Legal Decision. — The Heavy Motor Vehicle Owners' Association is to meet shortly to consider a law case which has been decided against one of their members, the Anlaby Motor Bus Company. One foggy Saturday night in the early part of the present winter, a young woman after alighting from one of the Company's buses walked into a dyke by the side of the road. She brought an action against the company alleging neglect in setting her down at the wrong place, and Judge Head, in the Hull County Court, awarded her damages. The members of the trade consider his Honour's judgment as opening a very wide door indeed, and they intend carrying the case forward for the decision of a higher court.

Obituary.—A very large number of people in Hull are mourning the death of Mr. W. H. Maggs, the Chairman of the Newington Motor Company. The deceased was a man of wide interests and great activity. Originally associated with the fish trade he afterwards entered the cinema and motor industries. In addition to many and varied business calls he also found time to be the Chairman of the West Hull Liberal Club.

Another well known figure in the transport industry, Mr. Percival Richard Crossland, has also passed away. He was more particularly concerned with the coal trade but during and after the war he was the Manager of the Modern Transport Company.

Motor Steamers.—An express canal service in conjunction with motor transport has just been opened between Hull and Leeds by Messrs. A. Audsley and Company, of Hull. The service is capable of handling hundreds of tons daily. Leaving Hull at night the steamers deliver the goods in Leeds early the following morning. It is the intention of the promoters of the scheme to run two vessels, one from Hull and the other from Leeds, with a continuous daily service. These vessels are twin screw motor lighters of 120 tons capacity, having 12 ft. 6 in. beam, 88 ft. length, and a draft of 5 ft. 9 in. They are driven by two 38 h.p. oil-fed engines, and being without funnels they can pass under any bridges. In addition to carrying cargo themselves, they can tow up to as many as six lighters. Freightage is estimated to be 20 per cent. cheaper than rail costs. The service will be linked up with a motor haulage arrangement in order to ensure quick deliveries.

Hull and South Africa.—Messrs. Geo. Thompson & Co., Ltd., the managers of the Aberdeen White Star Line, have written a letter to the Hull Chamber of Commerce and Shipping which came very much like a cold-douche to the members of that body who have been actively associated with the movement to develop trade between Hull and the Colonies. The Company in their letter said that they embarked on a direct service to Hull with their South African passenger steamers in the firm belief that a considerable trade would eventually develop. The results, however, were very discouraging, since merchants did not seem to be desirous of availing themselves of the service. They also complained of difficulties they met at the port and of damage their vessels had sustained owing to the crowding of lighters and other craft. The Council of the Chamber determined to take up the various points outlined by the Company, with the various bodies concerned.

Strikes.—The stoppage in Hull on the occasion of the dockers' strike was more complete than in any previous dispute of its kind. At one time it was feared that section of the dockers who initiated the lightning strike last summer would prevent the acceptance of the terms of settlement, but the good sense of the majority of the men refused to allow their terrorising tactics to succeed. However, the dispute did not end without one section of labour having a "flare up" and thus sustaining Hull's reputation as a centre of industrial trouble. The London and North Eastern Railway Company had given notice to a number of their men, conditional upon the dockers strike continuing. The very morning it was apparent to everyone the dock strike would end, the railwaymen took it into their heads to come out. Unity House told them very plainly to go back and this they did the following morning.

New Patents.

This list is specially compiled for THE WORLD'S CARRIERS by Messrs Rayner & Co., Registered Patent Agents, of 5, Chancery Lane, London W.C.2 from whom all information relating to Patents, trade marks and designs can be obtained gratuitously.

LATEST PATENT APPLICATIONS.

4293.—Andresen, N. Advertising devices for vehicles. February 19th.

4536.—Lund, G. Locking device for passenger coach doors. February 22nd.

4640.—Evans, D. E. Tipping lorries, etc. February 23rd.

3453.—Glover & Sons, Ltd., J. W. Vehicles with tipping bodies. February 11th.

3757.—Thornycroft & Co., Ltd., J. I. Motor vehicles. February 13th.

2804.—Gray, G. Collapsible covering for tops of omnibuses. February 4th.

3308.—Samuel, W. E. Trailers for vehicles. February 8th.

SPECIFICATIONS PUBLISHED THIS MONTH.

210,856.—Cammell, Laird & Co., Ltd., and Bailey, A. S. Vehicles and the interior lighting thereof.

210,879.—Spencer, H. E. Transport vehicles.

210,919.—Davies, L. M. Trolley vehicles for transporting merchandise.

210,951.—Grice, A. G. Motor vehicles.

211,014.—Deighton's Patent Flue & Tube Co., Ltd., Millington, C. A., and Lewin, W. J. Oil fuel burner for the boiler furnaces of steam motor wagons and the like.

210,610.—Hathaway, N. S. Driving arrangements of motor cars, buses and the like.

210,129.—Swanzy, Ltd., F. & A. Tractor and trailer vehicles.

210,146.—Roadless Traction, Ltd., and Penn, O. S. Endless track vehicles.

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Law Cases.

DAMAGES AGAINST FURNITURE REMOVER.

IN the Shoreditch County Court, before Judge Cluer, Mrs. Leah Tobias, of 73 Digby Road, Homerton, sued Messrs. Thos. Harry & Co., of 21 Upper Clapton Road, E., furniture removers, to recover £71/19/0, being £71/4/0 the value of things they had failed to deliver up, and 15/- damage done to the premises of the plaintiff while moving the furniture in. The 15/- was admitted, but had not been paid into court. The articles which it was alleged had not been delivered were, a roll of stair carpet, £12/12/0; a Leopard skin rug, £15; one gramophone, £15; a box of cut glass, with 60 glasses, liquers, champagne, etc., £10/10/0; three sets of underwear, £12/12/0; and kitchen untensils in a box, £5/10/0. Mr. Samuel Lincoln, appeared as counsel for the plaintiff, and Mr. Monckton, was counsel for the defence. Counsel, in opening, said that after the loss the defendants were rung up, and later defendants sent a list which did not show the articles claimed. Judge Cluer: But on December 5th a list was supplied which contained the goods. Miss Hetty Tobias, daughter of the plaintiff, said she had the conduct of all her mother's affairs, and had the arrangement of the removal of the furniture. Messrs. Harry & Co., had the furniture deposited with them in 1920, and storage charges had been paid ever since. On the 5th November, 1923, they were given orders to re-deliver to a house they had taken at 47 Ashstead Road, Stamford Hill. She produced the inventory of the furniture which she made out herself. She asked Messrs. Harry to let her have an inventory, but they said she could have one if she paid for it, so she declined. The furniture was moved up to London from Bournemouth, where they had been living, by Messrs. Ginsberg. The furniture remained in Ginsberg's vans for a few days, and was then put into Messrs. Harry's repository. The witness then went through her inventory, and declared the various articles missing. Some of the prices she gave were what the goods would cost to replace, and some were what had been paid for them. As to the damage that was done in the drawing room and a bedroom, and it had cost 15/- to put right. There were two deliveries of the furniture, one at 2 o'c. in the afternoon, and another at 8 o'c. in the evening. The next morning it was discovered that a quantity of goods were missing, and she at once rang up on the telephone. Mr. Harry asked her to look again and she did, and on telling him so, and that the things were still missing, he said he would call in the evening to see her, but never came. After a lapse of a week she rang through again and asked him if he intended to do anything in the matter, and he replied, "I don't know," and she then told him that legal proceedings would have to be taken. In cross-examination, the witness said that the inventory was made out as the furniture was packed and handed over to Messrs. Ginsberg at Bournemouth. Her brother made all the arrangements for the removal. She never saw the things again until they were unpacked at Ashstead Road. As to the vehicles used by Messrs. Ginsberg, she remembered that one was a motor lorry with a trailer, which might have been a two-wheeler, but she was certain that it was a covered vehicle as it was raining at the time. It was untrue to say that Mr. Harry told her on the telephone that the gramophone had never been received into store, but he did say that a polished box had been put in the drawing room, which she sent a maid to inquire about, who returned and said it was a candelabra box. She spoke as to the purchase of the articles claimed for, but said she could not produce receipts, as on coming to London, her mother said they did not want to let everyone know their business, so every receipt was destroyed. She had seen the list supplied by the defendants as a copy of what they had received, as agreed by Mr. Sam. Tobias, her brother, and she agreed that in that a box was referred to as "glass," which it was now alleged contained the valuable glass, "a polished box," which was said to be the gramophone, and "a skin rug," which was now claimed to be the valuable leopard skin rug. Judge Cluer: The list as agreed to by Harry is ambiguous and equivocal, so there must be a case to answer. Mr. Monckton: My client admits to having received goods as in this list, and surely it is for the plaintiff to prove that they have not been delivered. Judge Cluer: They have proved it inasmuch as a box is said to be a gramophone, and a skin rug a leopard skin, etc. Mr. Thos. Ed. Davis, a member of the defendant firm, then gave evidence, and said that they received instructions to receive some goods and the list as produced was made out by him, as received by Messrs. Ginsberg. That list was duly signed by Mr. Sam Tobias, and the descriptions of the items were as given by him. As to the gramophone, he would know any type of gramophone, and if it had been one, he would not have described it as a box. The goods were delivered by a motor lorry, and an open aeroplane trailer. In cross-examination. the witness said it was not the custom of the trade to supply inventories of goods put in store, unless specially asked for, and in their case they were in the habit of charging for them. Since this happening, however, they had been supplying inventories. The witness went on to say that a month before the main articles were delivered, Mr. Tobias took delivery of some goods, to start getting the house in order, and these included "three carpets," and one of these the witness declared was the roll of carpet now claimed for. The witness said he was present when the carpets were handed over, but he would not swear to the roll of carpet, he could not remember it. Mr. Ben Davis, a carman in the employ of the defendants, said that everything that was taken out of bin number three, was packed into the vans, and delivered at the plaintiff's place. In giving judgment, Judge Cluer said it was all very unfortunate for the defendants, but there were at least two items which it had been proved had been received from Messrs. Ginsberg and had not been delivered to the plaintiff. The roll of carpet and the gramophone he did not think had been delivered, and he would allow £10 each for those, and 15/- for the damage, making £20/15/0 in all, and judgment would be entered for that amount, with costs.

IMPORTING GERMAN FURNITURE.

IN the Mayor's and City of London Court, Rosenberg Loewe & Co. (Successors), Ltd., shipping and forwarding agents, Bury Street London, sued Messrs. Trubshaw & Taylor, auctioneers, Newhall Street, Birmingham, for £70/5/9 disbursements on two vans of furniture from Stettin. Mr. R. Fortune appeared for the plaintiffs, and Mr. Lovatt for the defendants. Mr. Fortune said the disbursements were due under the importation of certain furniture sent to this country by the defendants for sale. A portion of the charges had been paid but now the defendants would not pay the balance. The goods were sold on behalf of Baron Von Campenhausen. Defendants contention was that plaintiffs were the agents of Baron Von Campenhausen and that they were under no responsibility to pay the charges. Defendants led plaintiffs to believe that the furniture was theirs. Now they said they had no funds of the Baron. There was a lot of trouble with the Customs authorities at Birmingham about Reparation charges as the goods were incorrectly described. The furniture was sold for £200, whereas defendants hoped to get £1,000. The Baron said it was worth £3,000 before the war, and that the Bolsheviks had stolen all his money. Mr. W. Trubshaw, one of the defendants, said he paid £69 one of the plaintiffs' bills, but he disputed his liability for the subsequent charges. It was very bad furniture, rudest and ungainly things of no special value. After the sale and the expenses had been deducted they only had £1/18/8 in hand for the Baron. Judge Shewell Cooper found for the plaintiffs with costs.

INSURING MOTOR CARS.

NOTICES OF ACCIDENTS.

IN the Mayor's and City of London Court, Enea R. Girardon, 54-55 Aldersgate Street, claimed £60 against Mr. T. Olgivie Davis, Mr. M. T. Barder, Mr. M. A. Barder, J.P., and others, all underwriters at Lloyds, under a policy of insurance in respect of his motor car which was damaged in a collision with the Standard motor car of Mr. Vernon S. Wood, in Camden Road, Holloway. Mr. C. T. Williams appeared for the plaintiff, and Mr. H. D. Samuels for the defendants. Mr. Williams said that the defendants insured plaintiff against loss or damage to his car and for his liability to pay for damage done to third parties. One condition stipulated that the plaintiff should as soon as practicable or within 48 hours give notice of the damage and the accident to the Municipal Mutual Insurance Association, Ltd., Abchurch House, Sherborne Lane, and obtain the names of witnesses, etc. On April 6th plaintiff drove his car along Camden Road when a collision occurred with the Standard car of Mr. Vernon Wood, to whom plaintiff had had to pay £50. Plaintiff had a lady in his car and she was anxious to keep an appointment. When the accident happened plaintiff hurried on to keep her appointment and when he returned all the witnesses had gone. He gave notice of the accident to Holyoake, the insurance broker who effected the insurance. Defendants refused to pay because plaintiff had not given notice within a reasonable time. Plaintiff's case was that Holyoake was defendants' agent. Mr. Samuels said that Lloyds' underwriters had no agents. Plaintiff said when his Cirano car was injured he gave notice as soon as he could. It was true he did not stop when the accident occurred but he rode off and put the lady down at her destination. Judge Shewell Cooper: Very polite but wholly indefensible. Plaintiff, in cross-examination, admitted that he reported that there was no passenger in the car when in fact he had a lady in the car. Judge Shewell Cooper said the whole trouble arose through plaintiff not stopping. He seemed to have been grossly remiss in the matter and he had not given notice as soon as practicable. Judgment for the defendants with costs.

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MARKS OR STERLING?

IN the Mayor's and City of London Court, Schenkers, Ltd., forwarding agents, 15 Eldon Street, sued Brasse, Ltd., Manor Works, High Street, Hornsey, for £2/16/6 balance of account of payments made by plaintiffs for sea freight, port dues, Customs and cartage, etc., for and at the request of defendants. Mr. Tucker, solicitor, appeared for the plaintiffs, and Mr. W. Curzey, defendants' manager, appeared for them. Mr. Tucker said defendants had sent a cheque for 2278·70 marks, which they had notified defendants they did not accept, but that they wanted the equivalent in sterling, the amount sued for. Decided cases went to show that the rate of exchange was governed by the date when the debt should be paid. That date in the present case was January 28th, 1922, and the rate of exchange of marks into sterling, given from a quotation in the *Times* was 850 to 875 to the £. Defendants' manager said the charges in question were for the carriage of goods from the factory to the port of shipment and were usually paid in marks. Plaintiffs rendered an account showing the number of marks at 2278·70. Upon requesting to know the rate of exchange they were informed by letter in July that it worked out at 800 marks to the £. They sent the plaintiffs a marks cheque for the amount in question. Plaintiffs subsequently offered to accept half the amount, but the offer was not accepted as the marks cheque was not returned. Mr. Tucker said the defendants were informed on September 18th that the marks cheque could not be accepted and had not been paid in and requesting the amount to be paid in sterling. Defendants' manager, in answer to the Registrar, said the marks cheque had been sent because plaintiffs' bill was rendered in marks. Mr. Tucker informed the Registrar that it was the custom of the plaintiffs to render their accounts in various currencies. Defendants' manager said according to a record in their office at the time the rate of exchange was 975 marks to the £, but they had not written to the plaintiffs to say so. Mr. Tucker said if the defendants chose to wait until such times as it suited them to pay, and with a varying currency, plaintiffs would run such risks that such a case as the present would be represented by a total loss. The Registrar said upon the evidence he was quite clear that plaintiffs were entitled to judgment. The only point was that the defendants sent a cheque for an amount of expense incurred in Germany, from the manufacturer to the port of delivery, and in marks. Plaintiffs promptly said they did not accept it and asked for payment in sterling. The marks cheque, defendants were informed, was held at their disposal. Judgment was entered for the plaintiffs for the amount claimed with costs.

FORWARDING AGENT NOT A CARRIER. GOODS LOST IN CUSTOMS.

IN the Mayor's and City of London Court, before Judge Shewell Cooper, Mr. Martin Benscher, forwarding agent, of 73-5 Aldgate High Street, was the defendant in an action in which Mr. Joseph Rushbrook, of Aldersgate Street, E.C., claimed £42, the value of a fur coat which the plaintiff alleged was lost through the negligence of the defendant in the carriage of the coat from Cologne to Mr. Rushbrook's premises. Mr. Kimber was counsel for the plaintiff and Mr. Tucker represented the defendant. Mr. Kimber said that whilst in Germany, the daughter of Mr. Rushbrook purchased a coat and left it at an address as it was inconvenient to bring it with her. Mr. Morrison, plaintiff's manager interviewed defendant's manager, Mr. Marsden, and told him of the circumstances, and mentioning that the coat was worth £50 or £60, and asked the defendants to arrange for its carriage to London. The coat was collected in Cologne by the defendant's representative and put on board an aeroplane and in due course arrived at Croydon. Defendant's representative went to Croydon to obtain possession of the coat, but learned that it was detained by the Customs in connection with the Reparation Levy. An affidavit that the coat was for personal use was necessary and was made by Mr. Rushbrook and duly forwarded to the Customs. The coat arrived at Croydon on September 29th last. The necessary affidavit was lodged on October 5th, and on October 15th it was discovered that the box containing the coat was empty. While the coat was at Croydon it was lodged in the Customs shed. Bertie Ernest Turney, Customs Officer, Croydon, answering Mr. Kimber, confirmed the statements of counsel and said that Messrs. Benscher were informed on the telephone, on October 6th and October 8th that the coat could be obtained. Some days elapsed, however, before application was made and then it was discovered that it was missing. The shed in which it was stored was secured by locks belonging to the Air Ministry and to the Customs, and during the day was guarded by special police. Mr. Marsden, manager of Messrs. Benscher, in answer to Mr. Tucker, counsel for the defendant, declared that no message was received until October 12th. He denied that Mr. Morrison mentioned that the coat was worth £50 or £60 when the discussion of its carriage took place, and said that no undue delay had occurred in making application to the Customs for possession. It was agreed that no definite reference was made on the subject of insurance by either party. Mr. Tucker, for the defendant, urged that there could be no negligence as alleged, on the part of the defendant even should the property have been left in the care of the Customs for a few days. He pointed out that in a shed, guarded in the manner stated by the Customs officer there should be no risk of loss, at any rate of loss due to the negligence of the defendant, neither could there be any suggestion that the defendant could be held to be a common carrier "within the meaning of the Act." Mr. Kimber, for plaintiff, submitted that negligence arose in consequence of the delay of defendant in collecting the coat from the Customs after intimation had been received that it could be obtained. It was an implied term of the contract to carry that no unreasonable delay should occur in delivery. He submitted that by not acting immediately news was received that the coat could be secured from the Customs, defendant, or his agents, had been guilty of neglect.

Judge Shewell Cooper, in a reserved judgment, said it appeared to him that every natural precaution was taken while the coat was in the possession of the Customs. There was no evidence whatever to show that the coat was stolen after it was released. It might equally have disappeared previously, and plaintiff had admitted that in such an event he could not recover. The question of negligence therefore did not arise. As regarded the defendant being a common carrier it was pointed out in a case cited that a forwarding agent was not a carrier and did not obtain possession of the goods. He could not hold that the defendant was a common carrier at all. Even assuming that he was it could not be said that he had possession of the goods whilst they were in the care of the Customs. Plaintiff was faced again with the difficulty of proving when the goods were lost. It therefore became unnecessary for him (the Judge) to deal with that point. Judgment for the defendant with costs.

Lowestoft Corporation has had a report from the general manager giving details of systems of railless cars in operation in the United Kingdom. It is suggested that members of the Council should, whenever possible, take the opportunity of inspecting systems on which these cars are in operation so that they may be in a better position to deal with the question of their introduction into Lowestoft when it becomes necessary to decide as to renewing or discontinuing the use of the existing tramway track.

CONSIGN SHIPMENTS FOR NORTHERN INDIA EXCLUSIVELY TO

KARACHI

This Advertisement is inserted to bring before Forwarding Agents and Shippers in Great Britain and abroad the name of a Firm to whom shipments for Northern India should be consigned. Every description of merchandise cleared and forwarded to consignees. C.O.Ds. collected and remitted promptly.

THE EASTERN EXPRESS Co. LTD.
Forwarding, Shipping & Clearing Agents,
KARACHI.

Representing:—
Thos. Cook & Son
Henry S. King & Co.
Grindlay & Co.
The Army & Navy Stores
Geo. W. Wheatley & Co.
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Stockwell & Co.
G. W. Sheldon & Co.
Pitt & Scott Ltd.
Robert Park & Co., Ltd.
Lep Transport & Depository, Ltd.
J. O. Mount & Co.
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Staveley & Co.
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Thos. Meadows & Co.
Northern Transport Agency (London), Ltd.
Henry Johnson, Sons & Co.
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The American Express Co.
The Oceanic Transit Co.
Hernu Peron & Co.
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Chas. Atkins & Nisbet, Ltd.
Watson & Soull
Woollett, Airey & Co.
World Transport Agency, Ltd.
Dominion Express Co.

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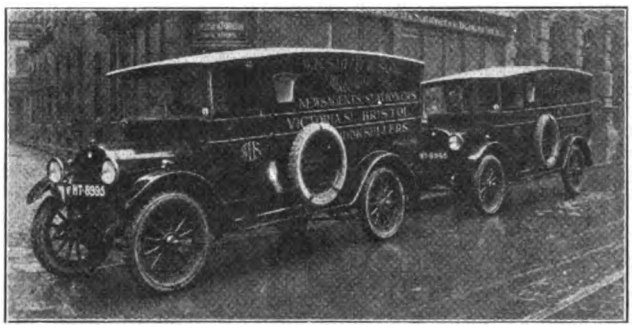
Motor Notes.

Hyatt Roller Bearings.—We have received from Hyatt, Ltd., engineers, 56 Victoria Street, London, S.W.1, two catalogues, the one containing full descriptions with illustrations of the Hyatt ball and roller bearings for automobile work, and the other for describing and also illustrating various forms of the same bearing for general industrial application. The catalogues are well prepared, and each series of bearings are given both in millimetres and in inches.

W. H. Smith & Son Purchase Reos. — Messrs. W. H. Smith & Son, have recently purchased two Reo speed wagons fitted with "Portland" van bodies, as illustrated, for use in the Bristol district. These vans are capable of maintaining private car speeds with full loads of 25 cwt. net. The distributing agents for Reo vehicles are Harris and Hasell, Ltd., of Bristol, and 130 Great Portland Street, W.1.



TWO REO SPEED VANS RECENTLY PURCHASED BY W. H. SMITH & SON.

"Commer" Price Reductions.—Commercial Cars, Ltd., of Luton, announce the following new list of prices for the Commer chassis: 2-ton chassis, live axle, £450; 3-ton live axle chassis, £750; 4-ton chain drive, £750; 5-ton chain drive, £900; char-a-banc or bus chassis, live axle, £795. All prices ex works. With regard to the char-a-banc chassis an extra charge is made for the long wheelbase model.

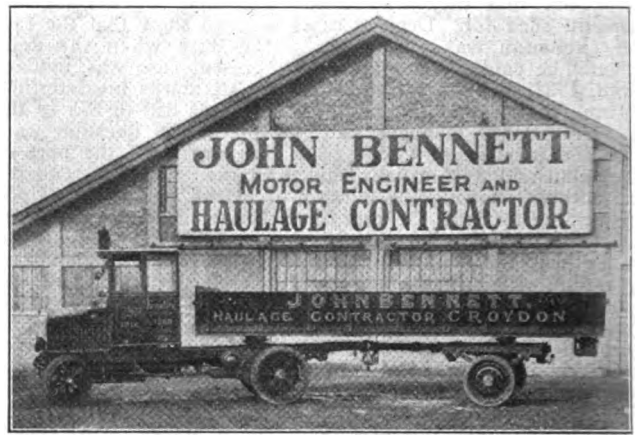
A Large Dennis Fleet.—Our photograph shows a portion of a fleet of 27 Dennis vehicles belonging to Messrs. Hartley's, Ltd., of Aintree and London, the well-known jam manufacturers. The leading machine is a 5-6-tonner, the next two are 3½-4-tonners and the remainder are 2-2½-tonners.

PART OF MESSRS. HARTLEY'S FLEET OF 27 DENNIS VEHICLES.

Dunlops Tackle the Housing Problem. — The Dunlop Rubber Co., Birmingham, offer to develop the Fort Dunlop Estate, in the interest of their employees, for building purposes so that the latter can lease plots of land and buy their own houses on the tenant ownership principle. When entering into agreement it would be necessary for the intending purchaser to deposit a proportion of the purchase price and this sum has been fixed at £100 in the case of a staff house, costing approximately £550; and £50 in the case of the smaller house costing approximately £450. The firm is also willing to assist further in the matter of finance.

Petrol Prices.—British Petroleum Co., Ltd., 22 Fenchurch Street, London, E.C.3, announce their petrol prices as follows: "B.P." aviation 2/3d. per gallon, "B.P." No. 1 1/11d. per gallon, and "B.P." No. 3 1/9d. per gallon.

The Hallford Six-wheeler. — Mr. John Bennett, of Croydon, has recently purchased a Hallford six-wheeler, as shown in the photograph. Mr. Bennett is a Hallford enthusiast and at present uses upwards of 50 vehicles of this make.



A HALLFORD 6-WHEELER BELONGING TO JOHN BENNETT.

Macintosh Tyres for Road Locos.—With reference to the correspondence we have been publishing recently concerning rubber tyres for road locos, it is interesting to note that these tyres are manufactured by Chas. Macintosh & Co., Ltd., of Cambridge Street, Manchester. We understand that Norman E. Box, Ltd., the well-known heavy haulage contractors of Rusholme Road, Ardwick Green, Manchester, were the pioneer users of rubber tyres for these heavy vehicles, having been experimenting with them for many years. The first sets fitted were not successful but the incidental advantages obtained by their use were sufficiently great to warrant continued experiment, with the result that now it is believed they are nearly as perfect as possible. Fowler & Co., of Leeds, also share the credit with Norman E. Box, Ltd., for demonstrating the value of rubber tyres for this class of haulage work, whilst the greatest credit is also due to Chas. Macintosh & Co., Ltd., who have enhanced their reputation in no small degree. As everyone knows, the name of Macintosh has been connected with the rubber trade since its inception, and they have held their position as pioneers of the industry ever since. Not only do rubber tyres on traction engines increase the life of the machinery itself, but practically

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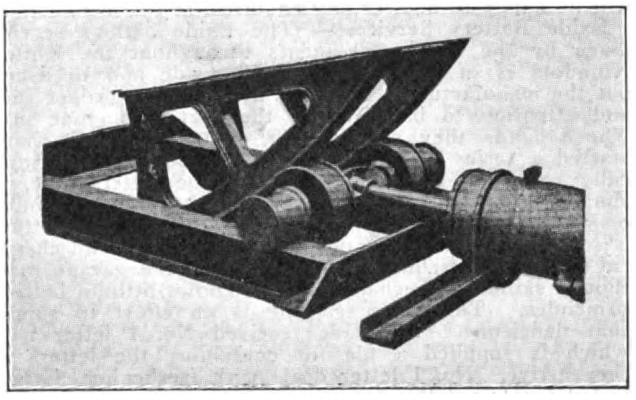
double the haulage capacity of the engines, whilst doing infinitely less damage to the roads over which they travel.

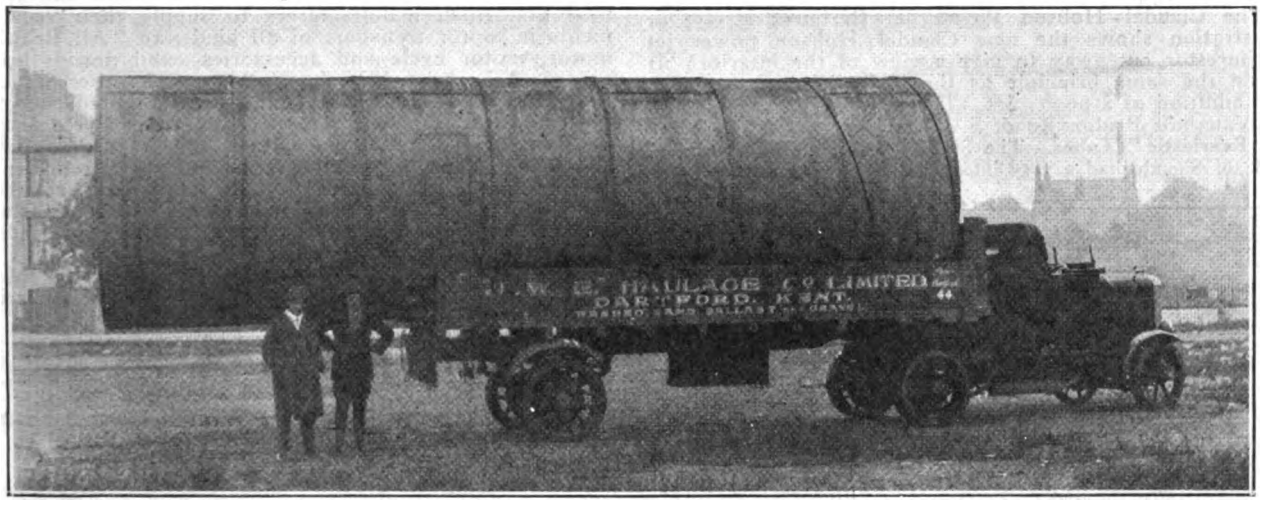
The "Wood" Hydraulic Tipping Gear.—Our attention has been drawn to what appears to be a very practical type of tipping gear as shown in the accompanying illustration. It is known as the "Wood" patent hydraulic. The tipping gear consists of a cylinder and ram of the hydraulic type operated by a pump. Power to drive the pump is taken off the engine by some convenient method. A clutch is provided, to throw the pump in or out of action, operated by a lever in the driver's cab and the pump valve also is operated from the driver's cab. The latter lever has three positions—to raise, lower, and hold; the body can be held at any angle. The ram is provided with a cross shaft upon which are fitted four rollers, one pair working upon two tracks fixed to the chassis and the other pair operated by a wedging action on two inclined tracks fixed under the body. When the ram is sent forward these rollers cause the body to revolve about the end hinges, through the wedging action of the inclined tracks. The gear is supplied in three sizes, as follows: Model F, 1 ton, £35; Model F1, 2 tons, £55; Model F2, 3 tons, £70; Model F4, 6 tons, £85. The gear is being marketed by the Hydraulic Hoist Co., 182 Lord Street, Southport.

LORRY FITTED WITH THE "WOOD" HYDRAULIC TIPPING GEAR.



THE "WOOD" HYDRAULIC TIPPING GEAR.

A Bulky and Heavy Load.—The utility of the six-wheeler for extraordinary loads is evident from the accompanying picture of a Scammell six-wheel lorry transporting a boiler, which, we understand, is in the neighbourhood of 35 feet in length. Boilers of this size have hitherto been moved in nearly every instance by tractors or traction engines in conjunction with trailers. We by no means suggest that the old method is outclassed, but it is very interesting to note that the modern motor vehicle is undertaking a class of haulage which has hitherto been regarded as exclusive to either steam tractor or team haulage. The vehicle in question belongs to the "J.W.E." Haulage Co., Ltd., Dartford, Kent. Scammell lorries have also sent us a picture, which we are unable to reproduce, of one of their six-wheelers belonging to Fisher Renwick Manchester London Steamers, Ltd., loaded with four 3-ton cable drums.



A SCAMMELL 6-WHEELER TRANSPORTING A 35-FT. LONG BOILER.

A New B.E.V. Electric Road Truck.—British Electric Vehicles Ltd., Churchtown Works, Southport, are placing on the market a new truck. It is intended to be used as a road vehicle and the design will be very similar to their "Super-Giant" truck which they have made for industrial purposes for some time. The height of the platform is only 2 ft. 3 in.—a very convenient height for loading and unloading. A canopy can be provided for the driver if required. The speed of the vehicle will be from 10 to 12 miles per hour on a level road and the battery will be sufficient to give a run of from 30 to 40 miles. The price will be very popular, namely, £420 for the chassis. The firm are proposing to introduce this new vehicle through accredited motor agents and they would like to hear from those who are interested and who would be prepared to take up agencies for specific districts.

A Testimonial for Saurers.—The Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, Albany Street, London, N.W.1, have sent us a copy of a testimonial they have received from Watts Bros., Lairgate, Beverley, Yorks, as follows: "We purchased our first Saurer 3-way Tipping Wagon from you in April, 1922, which we are pleased to state has done remarkable service, both the running of the car itself and the tipping mechanism has given us no trouble whatever. We have during the last month thoroughly overhauled all parts and repainted and the only replacements needed was one piston ring and one pump transom, which we consider very minor details. Our second Saurer 3-way tipping Wagon we purchased April, 1923, has also done equally good service and is still equal to new. So satisfied are we with the above results that we have pleasure in enclosing order for another Saurer 3-way Tipping Wagon and hope to take delivery early in March."

Saurer Swedish Award.—In our issue of February 15th, page 171, we gave a reproduction of one of the awards granted to the Saurer by the Swedish Automobile Club. We are asked to announce that this award was not given to the Saurer Commercial Vehicle Company but to the parent Company, La Société Anonyme Adolphe Saurer, of Arbon, Switzerland.

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An Important Order for Lubricating Oils. — Frank How & Co., Trogon Wharf, 77-83 High Street, Stratford, London, E.15, notify us that they have recently been accorded what is probably the most important contract placed in this country since the war, by the Air Ministry, for the supply of lubricating oils for air craft engines.

Tecalemit Greasing Systems. — In view of references which appear from time to time in the motoring press, to pressure greasing systems, Tecalemit, Ltd., 10 Little Portland Street, London, W.1, ask us to draw attention to the fact that the various "Tecalemit" components and articles are protected by British letters patent and also by patents abroad and pending patents. The firm will be happy to answer any enquiries in this connection.

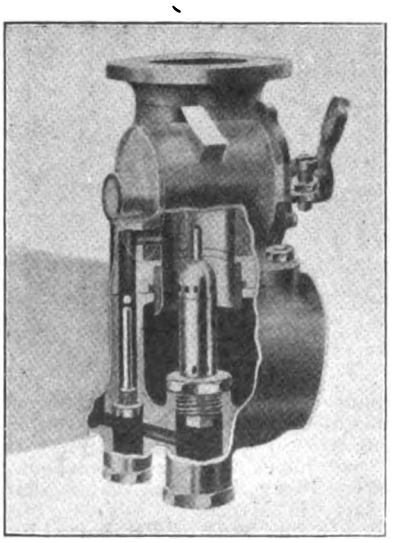
Exide Battery Service. — The Exide battery service given by the firm's 350 agents throughout the United Kingdom is of value both to the trade and to users, but the manufacturers, realising the need for proper care and attention to batteries on the part of anyone into whose hands they may come for use or repair, have started a series of letters which will be issued periodically to all traders and garages. The letters give, in simple terms, the fullest information as to the treatment of storage batteries. Since the composition of a battery is so complex, involving mechanical, electrical and chemical actions, it frequently happens that the garage man, though skilled in mechanical work, knows little of battery principles. This letter scheme is an effort to supply that deficiency. We have received No. 1 letter with which is supplied a file for containing the letters as they arrive. No. 1 letter deals with freshening charges and it points out the necessity for seeing that the battery is in first-class order when the car is delivered to the customer.

Mr. H. E. Pitcher Joins "Dominion."—We have been advised that Mr. H. E. Pitcher has now joined the Sales Department of the Birmingham branch of the Dominion Rubber Co., Ltd., 47-48 Farringdon Street, London, E.C.4. Mr. Pitcher was for twenty years or more with the Dunlop Company, and is one of the most widely-known representatives in the tyre trade. He is now the Dominion representative for the Midland Counties. The following are the firm's well-known lines: Dominion Royal Cords, Traxion Treads, Solids, Cushions, Monotwin tyres, motor hood material and other articles.

The Bromilow & Edwards Hydraulic Tipping Gear.—We are informed by the Rallings Engineering Works, Ltd., Point Pleasant, Putney Bridge Road, London, S.W.18, that they have been appointed area representatives and London service fitting station for Bromilow & Edwards, Ltd., of Bolton, for the firm's well-known three-way hydraulic tipping gear.

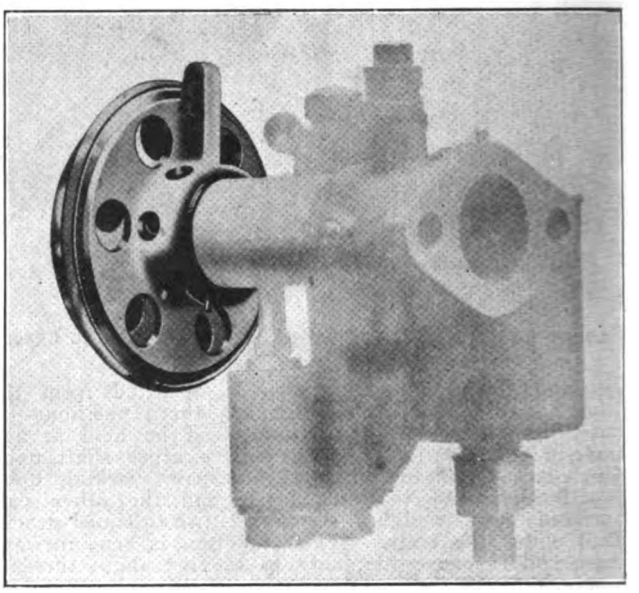
The Claudel-Hobson Power Jet Carburettor. — Our illustration shows the new Claudel-Hobson power jet carburettor cut away to give a view of the interior. It is on the same principle as the "Z" diffuser type with the addition of a power jet. The firm's address is 27 and 29 Vauxhall Bridge Road, S.W.1.

"Everlastic" Tubes.—The St. Helens Cable & Rubber Co., Ltd., of Slough, had a very interesting demonstration exhibit on their stand at the Commercial Motor Vehicle Exhibition at Olympia. The object of this was to show what their "Everlastic" patent puncture-resisting inner tubes will withstand without bursting or blowing out of pneumatic tyre covers. The demonstration apparatus consisted of an ordinary steel motor vehicle wheel fitted with a 700 x 80 pneumatic tyre cover in which 27 holes, ¾ in. in diameter had been cut clean through the cover. This was fitted with an "Everlastic" tube pumped up to its full pressure, and the wheel was mounted upon a stone roller cut with deep channels and serrations. At the end of the forked arm carrying the wheel, weights were attached, making it equivalent to the tyre carrying its maximum load of 400 lbs. The stone roller upon which the wheel revolved was driven by an electric motor, and a recording speedometer showed that the wheel was travelling at the rate of 28 miles per hour. This was a severe test, as the projecting ridges on the stone roller, when in operation, were giving impacts to the tyre at the rate of over 10,000 per minute. Such adverse running conditions would not be encountered on the worst roads at home or abroad. This practical demonstration of what Everlastic tubes will withstand was convincing evidence that the tube will not burst, or blow out, in the case of small bursts or cuts in the cover.



SECTIONAL VIEW OF A CLAUDEL-HOBSON CARBURETTOR.

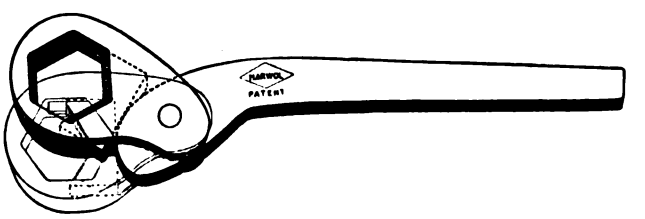
Zenith Air Stranglers.—The fitting shown in the accompanying picture is the Zenith air strangler, a particularly useful apparatus to assist engine starting on cold mornings. Particulars may be had from the Zenith Carburetter Co., Ltd., 40 and 42 Newman Street, London, W.1.



THE ZENITH CARBURETTOR AIR STRANGLER.

A Melbourne "All British" Motor Exhibition. — In order to demonstrate to the Australian public the keenness of British manufacturers to supply their requirements in motor transport of all kinds, an "All British" motor, motor cycle and accessories exhibition is being organised in July, 1924, in Melbourne, by the Association of British Motor Manufacturers, Limited, in conjunction with the British Cycle and Motor Cycle Manufacturers and Traders Union, and the Australian Association of British Manufacturers and their representatives. The Exhibition will include motor cars, commercial vehicles, motor cycles, cycles and accessories, and is being supported by a very large number of leading manufacturers in each branch.

The Harwol Patent Spanner. — The Harwol patent spanner is the invention of Mr. James Kirkland, a marine engineer, and for which the sole manufacturing and selling rights are held by the Harwol Specialities Co., 11 Strand Street, Liverpool. The spanner has no teeth or jaws to get broken or strained, and the claim for it is, that it is the most powerful spanner on the market capable of removing nuts that would otherwise have to be burnt off; the special advantages are that it is practically unbreakable and it has a rapid ratchet-like movement although no ratchet is fitted; it adjusts itself instantaneously to the size of the nut and it has an absolutely sure grip. The sizes ready at present are No. 4 ½ inch to 1 inch and No. 2 $\frac{5}{16}$ inch to ⅝ inch. These types are made heavy for engineering use. Other sizes are in course of manufacture.



THE HARWOL SPANNER.

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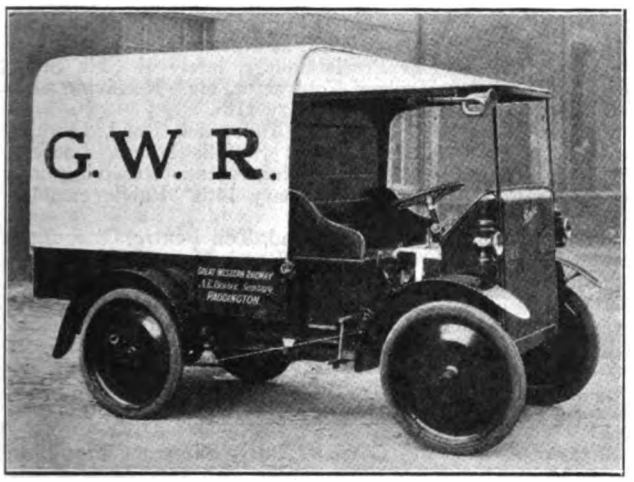
A New Light Delivery Van.

THE 15-cwt. Burford chassis represents the most recent attempt to provide a thoroughly economical light van for local delivery work, and it should prove a welcome addition to this range of British-built vehicles, of which there are all too few. As a rule the British-made light van follows too nearly touring car practice, and is, therefore, not altogether suitable for short distance work and, moreover, it is uneconomical in operation. The Burford van gives us the impression of being well designed both for economy and easy manipulation. In the first place it has an air-cooled engine and, therefore, there



THE NEW BURFORD 15-CWT. VAN.

is no radiator to sustain damage by impact or water-cooling system to freeze; furthermore there is no differential to get out of order and this also is a saving in expense. A very special feature is complete accessibility to all working parts. The weight of the chassis is 12 cwt. 2 qrs., or 16 cwt. 2 qrs. complete with a light covered body. The tax on weight is £16 per annum. The price of the vehicle with a tarpaulin cover body is £185 or with open side body £180 on solid tyres; if pneumatic tyres are specified there is, of course, an additional charge. The overall length of the vehicle is 9 ft. 10 in., the overall width is 4 ft. 6 in., wheelbase 6 ft. 6 in., and the wheeltrack 4 ft. The length of the body space behind the driver's seat is 5 ft. 6 in., and the height of the frame from the ground 1 ft. 9 in. The engine is a British Anzani two-cylinder "V" type, air cooled, fitted with detachable cylinder heads and overhead valves. The bore of the cylinder is 85 mm., and the stroke 95 mm. The carburetter is a Zenith, and the magneto an M.L. The engine is set crosswise of the frame and the fly-wheel, which is extra heavy, is on the near side of the chassis and contains a single disc dry plate clutch. Power is transmitted through an inverted tooth chain to a three-speed and reverse gear box with sliding gears controlled by a gate change lever. From the gear box to the rear axle power is transmitted through a roller chain, and arrangements are provided for the adjustment of both chains. Engine cooling is assisted by an aluminium three-bladed fan driven by a "V" belt.

The gear box is, of course, also mounted transversely of the frame, and the chain sprocket for the rear axle drive is on the off side of the gear.

The rear axle is constructed of solid drawn steel tube, the wheel hubs being keyed on each end. The axle revolves in ball bearings which are fitted in housings secured under the rear springs. The front axle is a solid drawn steel tube having drop forged ends welded in. The stub axles are machined from solid drop forgings and carry the front wheel hubs which are mounted on ball bearings.

The rear springs are half elliptic and are shackled at both ends, the rear axle being positioned by radius rods. The front springs are quarter-elliptic carried directly underneath the frame side members.

The steering is of the worm and wheel type provided with a 16-in. diameter steering wheel.

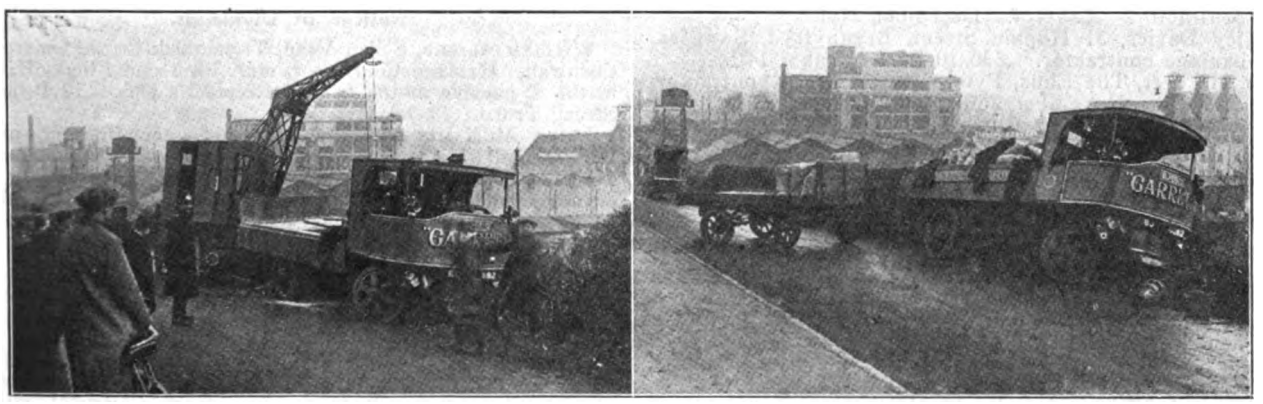
The wheels are of the steel disc type fitted with 30-in. by 3-in. solid rubber tyres. The front and rear wheels are interchangeable and pneumatic tyres may be fitted if desired. There are two internal expanding brakes acting inside road wheel drums. The one is a hand brake and the other a pedal. The frame is pressed steel channel section fitted with tubular cross members which carry the engine and gear box units. The fuel tank holds six gallons and is situated inside the dash; the throttle and magneto levers are on the steering column.

The vehicle is entirely British made, the component parts being manufactured in various specialising factories, the assembling is carried out at Burford & Co.'s Works, South Row, North Kensington, London, W.10.

For further particulars of the vehicle application should be made to H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1.

A Tilling-Stevens 2-ton Crane to the Rescue.

A TILLING-STEVENS 2-ton petrol electric mobile crane appears to be kept busy in the Maidstone district. This crane together with a one-ton model is quite a recent production of the Tilling-Stevens works, and it brings out the adaption of the petrol-electric chassis for providing auxiliary power for application to crane operation, operation of turntable ladders, tipping wagons and pump driving. On the 9th January we have now received particulars of another accident at the same place. On this occasion it was a six-ton Garrett steam lorry with trailer owned by the Medway Milling Co., and employed in the transport of flour between Dartford and Maidstone, it was descending Buckland Hill with a 10-ton load of flour. The accident was due to the greasy nature of the road causing the lorry to skid for a distance of 20 yards. It turned com-



THE TILLING-STEVENS ELECTRIC MOBILE CRANE AT WORK.

received from Tilling-Stevens Motors, Ltd., Maidstone, particulars of an accident to a lorry on Buckland Hill, in Maidstone, when a Tilling-Stevens lorry, belonging to Messrs. Ed Sharp & Sons, Ltd., of Kreemy Toffee fame, became embedded in the soft earth on the side of the road. The owners sent to Tilling-Stevens for assistance, and within three-quarters of an hour the mobile crane had arrived and had put the lorry on the road. The lorry was carrying 4 tons. We pletely round in the road and came to a standstill facing up hill. The vehicle shot broad-side across the road into the allotment grounds and the two near-side wheels were firmly embedded in the soft earth. The load of flour was taken off and the mobile crane lifted the back portion of the lorry bodily on to the road. The total weight the crane had to bear was approximately 3 to 4 tons, which was lifted at a radius of 12 feet.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

F. Lawrence & Son, 82 Lower Kennington Road, London, S.E., haulage contractors. £36/13/0. December 11th.

Tom Johnson, 75 Westgate, Bradford, haulage contractor. £16/5/11. December 11th.

Thos. Harris, 57 Van Road, Caerphilly, Glam., haulage contractor. £34/14/2. November 9th.

Clarendon Delivery Contract Co., Ltd., 101d Clarendon Road, Southsea, haulage contractors. £64/19/11. December 17th.

Frdk. Thos. Stace, 25 Pine Gr., Maidstone, haulage contractor. £38/13/1. December 19th.

Reliance Garage Co., 40 Ardwick Green, Manchester, haulage contractors. £17/7/0. December 12th.

N. B. & W. H. Beardmore, Cheddleton, nr. Leek, Staffs., haulage contractors. £28/7/2. December 10th.

Benj. Gilbert, Gosford Street, Coventry, master haulier. £89/8/3. December 12th.

Bailey Bros., 26 Mill Road, Batley Carr, Batley, Yorks., haulage contractors. £11/19/0. December 19th.

Gilbert Shaw, 15 Armley Road, Sheffield, carting contractor. £34/12/6. December 6th.

Fred. Worsley, 39 Lark Hill Road, Stockport, carrier. £14/6/0. November 8th.

A. A. Brown, City Mills, High Street, Stratford, Essex, haulage contractor. £23/15/11. December 20th.

Wildfield Flowers, 1 Apsley Villas, Kingsdown Parade, Bristol, char-a-banc proprietor. £135/16/0. December 12th.

Saml. Wareham, 18 Sotheron Road, Watford, haulage contractor. £13/3/0. December 10th.

Enterprise Transport Co., 10 Victoria Street, Liverpool, forwarding agents. £13/0/6. November 27th.

W. E. Heminsley, 17 Coppice Street, Oldham, motor haulage contractor. £12/14/0. December 19th.

Percy Hibbert, 619 Halliwell Road, Bolton, carrier. 18/17/0. December 12th.

Geo. Wm. Irons, Queen Anne's Chambers, Westminster, London, S.W., transport contractor. £12/11/4. December 18th.

Wm. Austen Jennings, Lake Villa, East Acton Lane, East Acton, London, W., haulage contractor. £15/10/9. November 8th.

Saml. Mercy, Langstone, near Newport, Mon., haulage contractor. £11/9/5. November 15th.

Rchd. Stennett Stephenson, 90 North Street, Hull, carting contractor. £28/4/4. December 21st.

Stanley Davies, 31 Hopkin Street, Brynhyfryd, Swansea, haulage contractor. £36/10/7. December 14th.

Wm. Herbert, The Elms, Pyle, Glam., haulage contractor. £49/8/3. November 26th.

Oliver A. Butt, 35 Bath Road, Slough, haulage contractor. £23/1/6. January 4th.

Robt. Terrington, 8 Moor Lane, Wingate, Durham, haulage contractor. £23/11/11. December 7th.

Geo. Ellis Askew, Forest Road, and Smarts Lane, Loughton, Essex (trading as Askew & Son), motor contractor. £22/5/0. December 13th.

Bert. Reeks, Stourvale Road, Pokesdown, Hants., char-a-banc proprietor. £25/1/7. November 13th.

Jas. Eatough, 11 Market Square, Nelson, Lancs., motor haulage contractor. £19/17/3. January 2nd.

Mowle Bros., Station Road, Whalley, Lancs., haulage contractors. £25/18/1. December 31st.

Wm. Neale, Wm. McGalla, F. H. Connor, 3 Rumford Place, and 33 Carlton Street, Liverpool (trading in co-partnership as R. M. Barr), cartage contractors. £74/6/11. December 19th.

Piggott Bros., 3 Boundary Lane, Liverpool, furniture removers. £18/9/0. December 31st.

H. Archer Purdy, 130 Shrewsbury Street, Brooks' Bar, Lancs., haulage contractor. £17/13/0. December 19th.

Harry Carter, 21 Litcham Street, St. Pancras, London, N., cartage contractor. £10/6/7. December 7th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

FRANK HACKNEY, 200 Nelson Street, Bradford. Haulage Contractor. Receiving order and order of adjudication, January 31st.

WILFRED NANSON, 89 Wootton Street, lately 29 Newton Street, both Bradford. Carrier, etc. Receiving order and order of adjudication, February 4th.

JOHN CHARLES HUGHES, Chapel House, Pant, near Oswestry, Salop, lately 29 New Road, Newtown, Montgomery, and Broad Street, Welshpool, as Hughes & Co. Haulage Contractor. Receiving order and order of adjudication, February 5th. Public examination, March 12th, at Newtown.

ARTHUR PERKINS, 21 Powis Square, lately 41 Ship Street, Brighton, Sussex. Haulage Contractor, etc. Receiving order and order of adjudication, February 11th.

VERNON CLAIR DICKINSON, 120 Inderwick Road, Hornsey, London, lately in partnership at Suffolk House, Laurence Pountney Hill, London. Forwarding Agent. Receiving order and order of adjudication, February 14th. Public examination, May 28th, in London.

EDWARD DAVIES, 24 Maindy Road, Ton Pentre, Glamorganshire. Hauling Contractor, etc. Receiving order and order of adjudication, February 15th.

ALBERT HORACE LEEMING, 198 Manchester Road, Walmersley, Bury. Carrier, etc. Receiving order and order of adjudication, February 16th.

JAMES WILLIAMS, trading as J. Williams & Sons, 14a Poplar Street, Troedyrhiw, Merthyr Tydfil. Haulage Contractor. Receiving order and order of adjudication, February 20th.

SHERWOOD TRANSPORT COMPANY, lately Sherwood Firs, Sherwood, Nottingham. Receiving order, February 22nd.

WALKER WOOD and HENRY BROWN, trading as Brown & Wood, 152 Coalshaw Green Road, Hollinwood, Oldham, Lancashire. Carriers. Receiving order and order of adjudication, February 22nd.

Notices of Intended Dividends.

SARAH KIRKHAM, trading as Fred Kirkham, Griffin's Yard, Park Street, Cheetham, Manchester. Furniture Remover and Haulage Contractor. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

JOHN WALSGROVE and WILLIAM WALSGROVE, trading in co-partnership as J. & W. Walsgrove, High Street, West Bromwich. Motor Hauliers. Claims to Thomas Easton, Official Receiver, Ruskin Chambers, 191 Corporation Street, Birmingham.

THOMAS EDWARD BROOKS, Viaduct Street, Stockport. Cheshire. General Carrier. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

ELIZABETH GOODWIN and AMELIA ELIZA WEIR, trading as Goodwin Brothers, Croft House, Fernhill Street, North Woolwich, and at a yard in Kennard Street, North Woolwich, London. Haulage and Cartage Contractors. Claims to Thomas Gourlay, 29 Russell Square, London, W.C.1.

BERTRAM HOLDER, 6 Richmond Terrace, Tredegar, Monmouthshire. Haulage Contractor. Claims to Ellis Owen, Official Receiver, 34 Park Place, Cardiff.

Notices of Dividends.

WILLIAM ALFORD, Sellan Vean, Tremethick Cross, Sancreed, Cornwall. Haulage Contractor, etc. First and Final of 5¾d. in the £, payable at the Official Receiver's Office, 12 Princes Street, Truro.

JAMES MCHAMISH, White House, Water Fryston, near Ferrybridge. Haulage Contractor, lately trading as George McHamish and Brothers. First and Final of 6d. in the £, payable at the Official Receiver's Office, 21 King Street, Wakefield.

Dissolutions of Partnership.

JAMES JONES, and SAMUEL JONES, trading as J. & S. Jones, Church Wharf, Ettingshall, near Wolverhampton. Hauliers, etc. 31st December, 1923. All debts by Samuel Jones, who will continue in his own name.

WILLIAM SHAW FINLAYSON, BASIL HULL ROBOTHAM, and JAMES YEATES, trading as Karriers, Haulage Contractors, etc., 15 Back Goree, and 28 Brunswick Street, Liverpool. 31st January, 1924. All debts by William Shaw Finlayson and James Yeates, who will continue.

SAMUEL MURGATOYD, FRED COULTAS, and ARTHUR PICK, trading as Eldwick Transport Company, Eldwick, near Bingley, Yorkshire, as a transport company. 26th January, 1924. All debts by Samuel Murgatoyd, who will continue.

WILLIAM WALLWORK and ALBERT MILLINGTON, trading as Wallwork and Millington, Haulage Contractors, Bradley Fold Garage, Little Lever, near Bolton, Lancashire. 21st January, 1924. All debts by William Wallwork, who will continue.

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New Companies.

P. L. P. Motor Carrying Co. (1923), Ltd. (194,270).—Private Company. Registered December 7th. Capital £2,500 in £1 shares. To acquire the business of motor haulage contractors and motor chars-a-banc proprietors, now carried on by the P. L. P. Motor Carrying Co., Ltd., at Warrington, Lancs. The permanent directors are: W. Griffiths, H. Peake, H. Leadbetter, J. Povey. Qualification £5. Secretary: H. Peake. Registered office: 115 Bridge Street, Warrington.

E. Wilson and Sons, Ltd. (194,792).—Private Company. Registered January 1st. Capital £1,000 in £1 shares. To adopt an agreement with E. Wilson, E. H. Wilson and H. S. Wilson to carry on the business of carmen and contractors as formerly carried on by the said E. Wilson, at Chenies Mews, Bedford Square, W.C., and that of haulage and transport contractors, carriers, shipping and forwarding agents, garage proprietors, etc. The first directors are: E. Wilson, E. H. Wilson, H. S. Wilson. Qualification £1. Remuneration £200 each per annum. Registered office: 65 Chenies Mews, Bedford Square, W.C.

Sutton and Co. (Manchester), Ltd. (195,584).—Registered as a Private Company on February 7th, with a nominal capital of £50,000 in £1 shares (20,000 7 per cent. cumulative preference). The objects are: To acquire the business formerly carried on by Annie L. Watson, Florence E. Watson Bell and J. B. Collin, in Manchester and surrounding districts, as "Sutton and Co.", and to carry on the business of general and foreign carriers, commission agents, railway, shipping and forwarding agents, warehousemen, bonded carmen, cartage contractors, etc. The first directors are: J. B. Collin and W. H. Burgess. The registered office is 22 Golden Lane, E.C.

Tanray Motors, Ltd. (195,422).—Private company. Registered January 30th. Capital £1,000 in £1 shares. To carry on the business of motor engineers, motor car dealers, haulage contractors, garage proprietors, etc. The first directors are to be appointed by the subscribers. Secretary: A. S. Marshall. Registered office: 37 Westgate, Bradford.

J. Poulter and Sons, Ltd. (195,617).—Private Company. Registered February 8th. Capital £1,000 in £1 shares. To adopt an agreement with S. Lockwood and J. Poulter, and to carry on the business of carriers by road, sea, canal, river, railway and otherwise, etc. The first directors are: S. Lockwood, J. Poulter, (both permanent, subject to each holding 5 ordinary shares). Registered office: 29 Booth Street, Bradford.

Associated Motor Services (Liverpool), Ltd. (195,920).—Registered February 22nd. Capital £6,000 in 3,000 7½ per cent. cumulative preference shares of £1 and 6,000 ordinary shares of 10/-. To take over the businesses of proprietors for hire of motor cars, motor omnibuses and chars-a-banc and agents for towns in motor vehicles and, otherwise, carried on (1) by N. R. Rolph and Gladys M. Rolph as "Norma Coaches" at 117 Park Road, Liverpool and (2) by J. H. Routledge and J. G. Routledge at Roslyn House, Seaforth, Lancs., as the "Globe Touring Co." together with the property and assets of the proprietors used in connection therewith. Purchase consideration £3,900 payable as to £1,900 in cash and as to £2,000 in 1,000 preference and 2,000 ordinary shares. Minimum cash subscription £7 cumulative preference shares. The first directors are: Gladys M. Rolph, N. R. Rolph, J. McDermott, J. G. Routledge, J. H. Routledge. H. T. Bellamy, N. R. Rolph and J. G. Routledge are permanent. Secretary (*pro tem.*): N. R. Rolph. Registered office: 38 Church Street, Liverpool.

Grieve Haulage Co., Ltd. (195,511).—Private Company. Registered February 4th. Capital £1,000 in £1 shares. To carry on the business of haulage contractors, team owners, carters, manufacturers of and dealers in motor cars and wagons, horse wagons, etc. The first directors are: T. Grieve, Mrs. Janet Grieve, C. Grieve, W. Grieve. Registered office: 55 Easton Road, New Ferry, Chester.

Pomona (Liverpool), Ltd. (195,570).—Private Company. Registered February 6th. Capital £1,000 in £1 shares. To acquire from G. S. Haines the business now carried on by him at 103a Mount Pleasant, Liverpool, as the "Pomona Garage," and to carry on the business of garage proprietors, taxicab, omnibus-cab, fly and other public or private conveyance proprietors, etc. The subscribers (each with one share) are: G. S. Haines, Mrs. L. E. Haines. G. S. Haines is first and permanent director. Registered office: 103a Mount Pleasant, Liverpool.

Hunslet Motor Co. (1924), Ltd. (195,567).—Private Company. Registered February 6th. Capital £5,000 in £1 shares. To acquire the business of carriage, motor car, taxicab, char-a-banc and garage proprietors, now carried on by H. W. Wood and R. H. Wood, at Iron Street, Hunslet, Leeds, as the "Hunslet Motor Co." The first directors are: H. W. Wood (permanent), R. H. Wood. Registered office: Hunslet Road, Leeds.

Insulated Transport, Ltd. (185,762).—Private Company. Registered February 15th. Capital £1,000 in £1 shares. To carry on the business of road transport and motor haulage contractors, etc. The subscribers (each with one share) are: J. C. Moth, managing director. J. B. Parrington, secretary. The first directors are to be appointed by the subscribers. Remuneration: 50 guineas each per annum. Solicitors: Kimbers, Williams and Co., 79 Lombard Street, E.C.3.

W. A. Fletcher and Co., Ltd. (195,917).—Private Company. Registered February 21st. Capital £15,000 in £1 shares. (5,000 7 per cent. non-cumulative preference, 5,000 ordinary and 5,000 deferred.) To take over the business of lightermen and shipping and forwarding agents, heretofore carried on as William Fletcher and Co. The first directors are: W. A. Fletcher (permanent), T. C. Fletcher, J. Fletcher, J. C. Mitchell, P. J. Dunckley, A. W. E. Dowsett. Secretary: W. F. Ward. Registered office: 110 Cannon Street, E.C.

Burton and Co., Ltd. (195,669).—Private Company. Registered February 12th. Capital £4,000 in £1 shares (2,000 10 per cent. cumulative preference and 2,000 ordinary). To carry on the business of wharfingers and warehousemen, transport contractors, shippers, general carriers by air, road and water, lightermen, general shipping and forwarding contractors, insurance and custom house agents, etc. The first directors are: J. Burton, S. H. Burton (managing director), A. F. W. Jones. The two first named are permanent. Registered office: 6-8 Upper Thames Street, E.C.4.

Alfred Brittain, Ltd. (195,745). — Private Company. Registered February 15th. Capital £2,000 in £1 shares. To take over the business of a carman, cartage, haulage and transport contractor carried on by A. Brittain, at 234 York Road, King's Cross, N. The first directors are: A. F. Brittain (life director), Mrs. A. Brittain, H. T. Dunning. Secretary: H. T. Dunning. Registered office: 234 York Road, King's Cross, N.

Mortgages, Charges and Satisfactions.

Perry and Priest, Ltd.—Land Registry Charge on 13, 15 Waterloo Street, Camberwell, S.E., dated January 14th, 1924, to secure all moneys due or to become due from company to Barclays Bank, Ltd.

Bridge Wharf Co., Ltd. — Particulars filed of £6,000 debentures authorised December 21st, 1923, charged on the company's undertaking and property, including uncalled capital, the whole amount being now issued.

Leeds Goole and Hull Transport Co., Ltd.—Mortgage dated December 17th, 1923, to secure £5,600, charged on certain lands, buildings, appurtenances, etc., in or near Bowman Lane, Leeds. Holders: Leeds Provincial Building Society, 26 Albion Street, Leeds.

Read and Brew, Ltd.—Debenture dated December 31st, 1923, to secure £500, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: E. W. Edwards, 3 Grove Road, Fairfield, Liverpool.

Carter Paterson and Co., Ltd.—Trust Deed dated December 20th, 1923 (supplemental to trust deed dated December 31st, 1897, securing debentures for not more than £150,000), charged on 4 Manor Gate Road, Kingston-on-Thames. Trustees: Sir John S. Purcell, K.C.B., Glebe Lodge, Blackheath, and J. J. Paterson, 28 Goswell Road, E.C.

Saddleworth Carriers, Ltd.—Debenture and as further security thereto, a mortgage, both dated December 17th, 1923, to secure £2,511, charged on the company's undertaking and property, present and future, including uncalled capital and certain lands and premises, etc., at Uppermill, Saddleworth, Yorks. Holder: J. H. Bradbury, Clough House, Greenfield, near Oldham.

Narramore, Ltd. — Particulars filed of £1,000 debentures authorised December 18th, 1923, charged on the company's property, present and future, including uncalled capital, the whole amount being now issued.

Tomlinson and Co. (Bingley), Ltd. — Particulars filed of £150 debentures authorised January 11th, 1924, charged on the company's undertaking and property, including uncalled capital, the whole amount being now issued.

Falcon Motor Transport Co. (Rochdale), Ltd.—Mortgage on certain leasehold land and buildings at Howarth Cross, Rochdale, dated January 9th, 1924, to secure all moneys due or to become due from the company to the Bank of Liverpool and Martins, Ltd.

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Sheppey Motor Transport Co., Ltd.—Mortgage on premises known as "Beaulieu," and "Crowhurst," (freehold), Sheerness East, Kent, dated January 16th, 1924, to secure all moneys due or to become due from the company to Westminster Bank, Ltd.

E. Wilson and Sons, Ltd.—Debenture dated January 9th, 1924, to secure £2,200, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: E. H. Wilson and H. S. Wilson, both of 65 Chenies Mews, Bedford Square, W.C.

F. J. Timmis, Ltd.—Particulars filed of £3,000 debentures authorised January 8th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

South Western Transport Co., Ltd. — Mortgage and Land Registry Charge on 32 and 34 Ethelburga Street, Battersea, S.W., both dated January 4th, 1924, to secure £1,550. Holder: Miss H. F. Taylor, 22 Longridge Road, Earl's Court, S.W.5.

Passenger Transport, Ltd. — Issue on December 21st, 1923, of £3,100 debentures part of a series already registered.

Horseferry Wharfage and Shipping Co., Ltd. — Land Registry Charge on Horseferry Dry Dock, Rotherhithe, S.E., dated December 7th, 1923, to secure £1,600. Holders: Holloway Brothers (London), Ltd., Bridge Wharf, Grosvenor Road, Westminster, S.W.

Film Transport Co., Ltd. — Particulars filed of £500 debentures authorised January 4th, 1924, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £350.

Rochdale Motor Transport Co., Ltd. — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated January 17th, 1924, to secure all moneys due or to become due from company to Union Bank of Manchester, Ltd.

R. and H. Law, Ltd.—Mortgage on certain land and premises in Kents Bank Road, Grange over Sands, dated January 21st, 1924, securing £750. Holder: F. Matthews, Beacon View, Berwick, Sussex, and H. S. Phillips, 14 Union Street, Ulverston.

Leopold Walford Transports, Ltd. — Charge on land and buildings known as "Ashfield," Plymouth Grove, Chorlton-upon-Medlock, Manchester, dated January 28th, 1924, to secure all moneys due or to become due from company to Barclays Bank, Ltd.

Coventons, Ltd.—Particulars filed of £2,000 debentures authorised January 17th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £800.

Passenger Transport, Ltd.—Issue on January 31st, 1924, of £900 debentures part of a series already registered.

Transport (Oldham), Ltd.—Mortgage on certain land and premises in Slater Street, Bloom Street, and Abbott Street, Oldham, dated February 4th, 1924, to secure all moneys due or to become due from company to Westminster Bank, Ltd.

Arthur East, Ltd.—Charge on certain lands and premises in Watford, dated February 8th, 1924, to secure £800. Holder: A. T. Paskell, 1 Platts Avenue, Watford.

Manchester Storage and Transport Co. — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated February 2nd, 1924, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Stratford Motor Transport Co. (1919), Ltd.—Satisfaction in full of mortgage created by Receiver dated February 17th, 1923, securing £500.

Receiverships (Appointment or Release).

Samuelson Transport Co., Ltd.—R. H. Brade, of 110 Charing Cross Road, W.C., ceased to act as Receiver or Manager on February 14th, 1924.

Charles Patten, Ltd.—S. W. Tubbs, of 24 Basinghall Street, E.C., was appointed Receiver and Manager on February 14th, 1924, under powers contained in debentures dated May 8th, 1923.

Thatto Heath Motor Carrying Co., Ltd.—T. Wood, of Victoria Square, St. Helens, was appointed Receiver and Manager on February 15th, 1924, under powers contained in first mortgage debenture dated March 26th, 1923.

Traffic, Ltd.—H. E. Milnes, of The Chambers, Ilkley, and 2 Darley Street, Bradford was appointed Receiver on January 18th, 1924, under powers contained in debenture dated August 17th, 1923.

London and Home Counties Transport Co., Ltd.—A. C. Rogers, of 521 Barking Road, E.13, ceased to act as Receiver or Manager on April 25th, 1923. (Notice filed January 1st, 1924.)

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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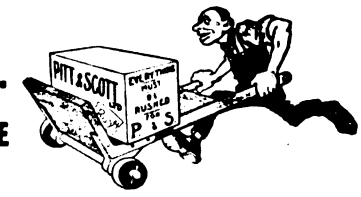

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

Carrying Trades' Review

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 235. APRIL 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. [(INCLUDING YEAR BOOK AND DIARY.)

NOTICES.

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The Editor, while promising to give prompt consideration to any articles, notes, drawings, or photographs submitted, disclaims all liability in connection with contributions sent in voluntarily. If a properly addressed and stamped envelope is forwarded, every effort will be made to return rejected contributions.

Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

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Editorial Notes.

The London Traffic Bill.

The London Traffic Bill is now being considered by the standing committee of the House of Commons. It has, of course, become a political affair and as such it does not appear to us that any useful purpose will be served by criticising it in detail. Although the Bill was prepared by the Conservative Government, it is undoubtedly being rushed through the House by the Labour Government with such speed as to make it appear to be an emergency measure put forward to meet the demands of the Trades Union concerned in the recent tram and bus drivers' strike. The Bill has met with adverse criticism from practically every quarter and it certainly is a Bill which is open to such criticism, but it is a fact that London traffic has reached such a chaotic stage that some form of control is essential and, therefore, whilst adverse criticism is levelled at the Bill, there is more or less general unanimity of opinion that it is better than none at all and, therefore, should receive support. London, including all the London Boroughs, are placed differently, with regard to traffic control, to provincial cities, the councils of the latter having power to make their own traffic regulations. The London Traffic Bill is supposed to bring London traffic control more into line with that obtaining in provincial centres. Every year we hear of bitter complaints from the provinces which usually take the form of accusing the various councils of preference in granting licences to ply for hire, and we can see the possibility of such dissatisfaction and accusation arising in the London area under the powers which the Bill proposes to confer on its committee and the Ministry of Transport. Possibly the Bill as amended by the standing committee of the House of Commons will be a more acceptable document and in any case it can be altered at a later date should all or any of the clauses be found to be unworkable in actual practice.

The Road and the Vehicle.

In this issue we have published a report of a demonstration carried out at Aldershot, by the Renault Company, for the War Department. The vehicle demonstrated was a six-wheel passenger car, described by the Company as a desert car, which recently crossed 2,000 miles of the Sahara Desert. We usually consider demonstrations of this kind as being somewhat outside our province but in this instance we can see a development which may be the beginning of the solution of that difficult problem, road construction and maintenance. The traffic-carrying capacity of the road depends upon the strength of its foundation. This is a fact which will always remain unaltered. The strength of the road must be governed first by the maximum weight per axle which is likely to come on it, or which is entitled legally to come on it, and next by the distribution of that axle weight over the surface of the road, that is to say, the weight may be 1 ton per inch width of tyre, or the tyre width may be increased so that there is only half a ton per inch width of tyre. If the tyre is of the resilient description the weight distribution then becomes so much per square inch of tread instead of width of tyre. We have this latter effect in the extreme in the track laying or caterpillar type of vehicle. The more the load can be distributed over the surface of the road, the greater the possibility of economy in the construction of the road foundation. Where, for example, a 12-in. concrete foundation may be necessary to carry a 10-ton axle load, a 6-in. foundation might be sufficient to carry the load if distributed over two axles and a further reduction might be possible by the utilisation of certain kinds of super-resilient tyres. The whole problem resolves itself into a matter of expense. In the type of vehicle we saw demonstrated, there were two back axles, and four twin wheels shod with what are known as balloon pneumatic tyres. In building such a vehicle there would of course be extra expense and one would naturally suppose that, with the increased complication of the back axle mechanism, there would be a corresponding loss of power and an increase in the cost of operation. This did not appear to be the case in the vehicle in question; in fact, the transmission loss of power appeared to find more than compensation in the increased

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road adhesion. It seemed as though there was an advantage when running over a hard road in direct proportion to the advantage the vehicle had over other vehicles, when running over loose sand. This is a matter which should be decided by experiment as it is disastrous to jump to conclusions. If the road transport problem of this country is to be satisfactorily settled it is essential that experimental work should be carried out on a large scale by the Government. In order to carry out such tests a specially constructed test road is needed and we are glad to note that the Minister of Transport has stated he realizes the necessity for such a road. But it is not only the wearing qualities of road materials that require testing; the economic relation between the road and the vehicle also requires thorough investigation. Road transport is developing too much on rule of thumb lines, whereas it is quite possible to obtain definite and valuable information in quite a short time by organised scientific investigation. Motor vehicle manufacturers design their vehicles on the assumption that the roads will carry the maximum axle weight legally permitted. In point of fact, the roads will not carry the weights they are supposed to carry and consequently both they and the vehicles suffer excessive damage. If a motor vehicle manufacturer is called upon to build a vehicle which will travel over a trackless desert of loose sand or over swampy or marshy ground, he can do so as has been proved over and over again; but if he assumes a hard unyielding road surface, he assumes something which has not as yet reached a point of fact in this country. Having regard to the success of the demonstration above referred to, it is more than probable that the motor manufacturer and the road builder can meet each other half way, the motor manufacturer on his part, providing a vehicle which will cause minimum damage to the road enabling the road builder to construct a road not prohibitive in cost as is at present the case. By prohibitive cost, we mean that there are in this country roughly about 25,000 miles of 1st Class roads, most of which need reconstruction. On a conservative estimate the cost of reconstruction would average about £40,000 per mile to bring them up adequately to modern needs, therefore we consider we are justified in regarding the sum total required as being prohibitive. Ten to twenty thousand pounds spent on experimental work, would, without doubt, go far towards bringing the expenditure within more reasonable limits and at the same time reduce the cost of road transport which latter has now become essential to national welfare.

The British Empire Exhibition.

The British Empire Exhibition is to be such a stupendous affair that no published journal could possibly fully describe it, therefore each publication will have to select such portions of it as will appeal to the readers for whom it caters. We, for instance, are confining ourselves, first—to the publication of a list of firms exhibiting commercial motor vehicles, including agricultural and other machinery likely to appeal to our readers, followed by brief descriptions of individual exhibits, the latter to be published month by month, as the exhibition continues. The object of the exhibition is to show that in the British Empire we have the nucleus of a really good business proposition, if developed under careful and discerning management. It will show those, who have time, ability and inclination to study it from this aspect, how the prosperity, not only of each section of the Empire, but of each industry contained in each section, is dependent upon the prosperity of other sections and other industries. There are three essentials to success in commerce—the ability to produce or recover the raw material, the ability to convert the raw material into a marketable article, and the ability of the world's markets to purchase. These may be described as fundamental essentials but there are hosts of other incidental essentials amongst which is transport, in which we are more particularly interested. Without transport the practically unlimited resources of the British Empire would be valueless, according to civilization's conception of the meaning of the word "value." The British Isles would speedily become as sparsely populated as the Romans found them and probably more so, as there was transport of some sort in those days.

The arrangements for getting to and from the Exhibition will be in itself a demonstration of modern transport methods including both road and rail vehicles and, for long distances sea transport as well as air transport. All will play their part in bringing visitors and exhibits to the Exhibition, and, within the Exhibition itself, the grounds of which cover 216 acres, there will also be a great variety of transport worthy of close study. The Exhibition is costing £10,000,000 to produce and, on conservative estimates, it is expected there will be a minimum of 25,000,000 visitors between April and October. The efficiency of the transport service to and from the Exhibition has still to be proved; in some quarters it is thought it may prove to be inadequate, whilst in others it is thought that it may be overdone. The exhibits of transport vehicles will be found in the Palace of Engineering. In view of the importance of the engineering industry, which plays a part in every stage of production, from the cultivation of the soil and reclaiming of minerals, to the production of the finished article and its distribution, it is not to be wondered at that the Palace of Engineering alone has a floor area of approximately 12 acres and is probably the largest concrete building in the world. There are also five huge travelling cranes which serve to swing the exhibits from the trucks in which they arrive into the positions they are to occupy. The section devoted to ship building, marine, mechanical and general engineering, which is being organised by the British Engineers Association, will form probably the finest display of general engineering ever brought together in any one Exhibition. The electrical engineering section organised by the British Electric and Allied Manufacturers Association, will contain as an exhibit a huge power station, to the making of which 40 firms are contributing, to provide electricity for running all the machinery in various sections of the Exhibition and for lighting the entire Exhibition at night. The motor transport section organised by the Society of Motor Manufacturers and Traders, will contain representative exhibits of motor cars, motors and accessories, and will constitute within itself a complete and attractive exhibition. In the land transport section will be found the exhibits of the great railway companies and of the chief makers of rolling stock and in the sea transport section will be shown the exhibits of the great ports of the United Kingdom.

We are exhibiting at
The BRITISH EMPIRE EXHIBITION
WEMBLEY LONDON APRIL TO OCTOBER 1924
Stand No. 277.
(South Eastern Entrance)
Palace of Engineering.

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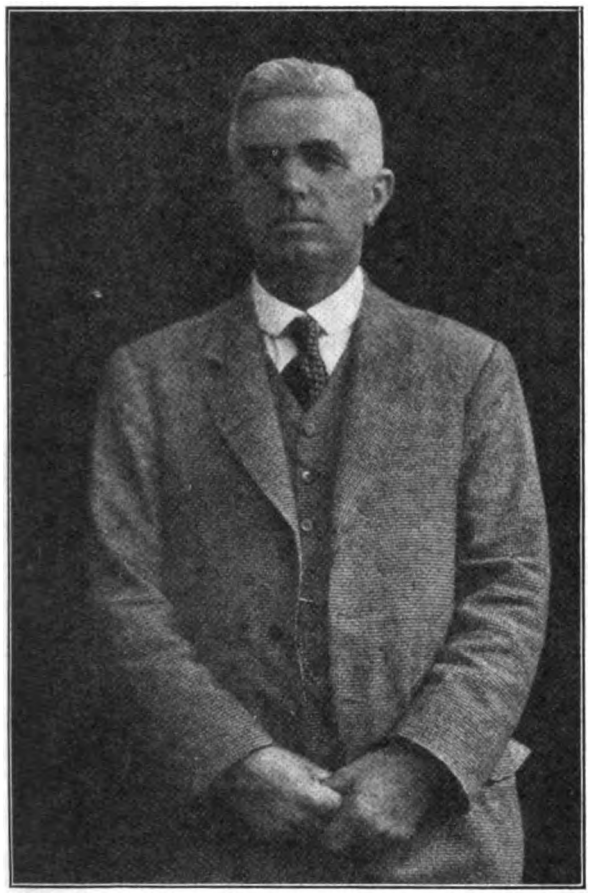
Transport Men of To-day. No. 2.

G. H. Price.

MR. G. H. PRICE, who for the past two years has been the President of the Furniture Warehousemen and Removers' Association, is the Governing Director of the well-known firm of Mousell Bros., Ltd., Removal and Warehousing Contractors, whose headquarters are at Birmingham with branch offices and depositories at London, Leeds, Exeter, Liverpool, Gloucester, Manchester, Leamington, and Chelmsford.

Mr. Price commenced his business career, as has been the case with many others who have attained high positions in the transport industry, in the railway service, having spent twelve years in various departments of the London & North Western Railway. After this useful experience some thirty years ago he entered the service of Mousell Bros., Ltd., of which business he is now the head.



G. H. PRICE, ESQ.

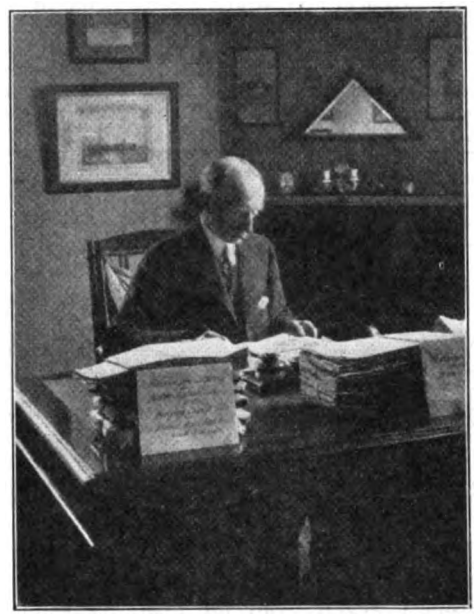
He has taken a keen interest in the development of the Furniture Warehousemen & Removers' Association since its formation and has served on the Executive Committee for the past seventeen years and also on most of the sub-committees, including the Interim Industrial Reconstruction Committee. He has represented the Association on many occasions and amongst others before the Railway Rates Tribunal in regard to the regulations as contained in the general classification of merchandise. He was a representative of the Association to the Railway Clearing House in regard to the special classification of household removals and he gave evidence before the Departmental Committee on road traffic.

Since he has occupied the very important position as President of the Furniture Warehousemen & Removers' Association he has worked indefatigably to improve the conditions existing in the industry, and amongst other things introduced the Estimator's Certificate Examination. He is a member of the Committee which for some time past has been enquiring into the possibility of a general publicity campaign on behalf of the removal and warehousing industry. He took a leading part in drawing up the objections to the conditions of the Railway Consignment Notes, and also took a great interest in the measures adopted in opposition to the Railways (North Western and Midland Group) Road Powers Bill. He is also a Vice-President of the British Association of International Furniture Removers, of which he was one of the founders and was the first President.

Half a Century with Pickfords.

WE offer our congratulations to Mr. E. Stanley, who has just completed fifty years service with Messrs. Pickford's, Ltd., the well-known carriers.

Coming to London from a small town in Suffolk in the year 1872, at the age of 12 years, Mr. Stanley entered the employ of Messrs. Pickford & Co., on the 16th of March, 1874, as office boy at their Camden Town Station depot, and after twelve months training there, he was sent on trial to the chief office, then known as "The Castle" Inn, in Wood Street, City, and placed in the claims department under the late Mr. J. W. Baxendale. Here it was that as a lad he took up shorthand, and after one year's study he acquired the position of shorthand clerk to the claims manager, and the firm paid



MR. STANLEY AT WORK IN HIS OFFICE.

the full cost of the school fees. He passed through the various stages of the department, and after some years was placed in charge of the Street Accident section, and later became much attached to the legal side of the general business, and he might often be seen in the City of London Court and other County Courts appearing on behalf of the firm, as well as in the London Police Courts.

Upon the retirement of the former manager of the Claims office Mr. Stanley was appointed as his successor and holds that position to-day, and he completed 50 years service with the firm on the 16th of March last, and with the exception of the twelve months at Camden Town the entire period has been spent in the claims department.

In such a long period Mr. Stanley has, of course, many stories to tell on the subject of claims, as well as of accidents in the streets, and extraordinary robberies of entire loads of goods including the horses, harness and vehicles themselves.

On one occasion he was faced with a difficulty in detecting a form of robbery, and finally decided to try the effect of setting a thief to catch a thief. He secured the services of a most notorious van thief, and after carefully completing his plans, set the machine in motion without raising any suspicion in the minds of the suspected persons. Every morning before 9 a.m. he was enabled to obtain the fullest information concerning the thefts, as well as the addresses of the receivers, thereby making the plan a complete success. Having served his purpose the man left without his identity ever being discovered.

Mr. Stanley recalls with much delight the days of the 6 and 8-horse teams so frequently seen leaving Camden Town

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Station with massive loads of machinery, statuary, or live animals, as for instance the removal of the elephant Jumbo from the Zoological Gardens, and other equally interesting horse transport services.

Another interesting incident fresh in his mind is that of a large show, consisting of roundabouts, shooting galleries, etc., being towed across the water from Portsmouth to the Isle of Wight when the entire show turned turtle and went to the bottom. All the evidence in connection with the occurrence was obtained by him. Whilst it also fell to his lot to deal with an accident in London when two horses attached to a large pantechnicon furniture van, bolted from the top of Muswell Hill, rushing headlong towards the bottom and just before reaching there, the horses fell, being overpowered by the weight behind them, one being killed and the other with the driver seriously injured.

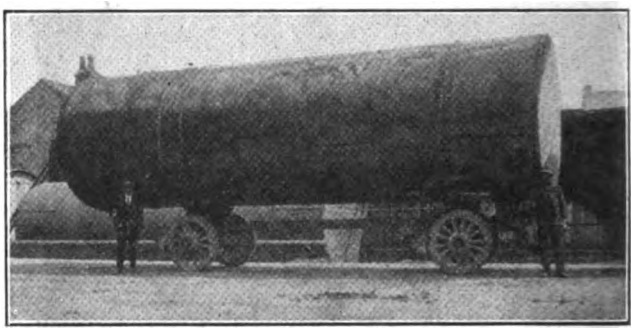
Mr. Stanley has much to relate concerning the marvellous audacity of people making fictitious claims and of the interesting methods adopted to foil such attempts to obtain money, and also in observing how rapidly an injured person completely recovers from the effects of an accident as soon as his claim for compensation has been paid.

Notes and News.

London Van Horse Parade.—Considerable interest is being taken in the Parade of Van Horses in Regents Park, on Easter Monday, and the cream of the many light van horses in London will be present. A large number of the principal horse-owning firms have already entered but it is most satisfactory to note the increasing number of small owner-drivers who have entered in an endeavour to secure the First Class award carrying with it the R.S.P.C.A. Merit Badge. The following well known gentlemen have accepted invitations to act as Judges: Sir Gilbert Greenall, Bart, C.V.O., Sir Edward Stern, Bart., Lieut.-Gen. Sir E. Bethune, K.C.B., K.B.E., C.V.O., Sir George Hastings, Sir Leonard Powell, Brig.-Gen. A. B. Helyar, C.B.E., Col. C. E. G. Norton, C.B. (Director of Remounts), Lt.-Col. Percy Laurie, C.B.E., D.S.O., Mr. James Ellis.

Robert Wynn & Sons, Ltd., Haulage Contractors, Newport, Mon.—Some time back we gave a note of the death of Mr. Robert Wynn, who for many years had been well known as a haulage contractor at Newport, Mon. We now have pleasure in showing two illustrations of big haulage contracts carried out by this company which has been established for more than half a century. It is interesting to note that for the first forty years of the firm's existence they depended entirely on horses for transport and during this period teams of from 12 to 30 horses drawing heavy loads were not uncommon. The first mechanical vehicle—a steam tractor—was purchased in 1902 and from that date onwards the two means of transport have steadily increased; the mechanical side being under the control of the sons of the late Mr. Robert Wynn. It is interesting to record that 80 horses, carts, and timber carriages are operated by the firm and 20 steam and petrol lorries ranging from 1 to 6 tons in addition to road locomotives for the heavy transport work.

HAULING A MARINE BOILER BY ROAD.



ANOTHER BIG HAULING JOB.

One of our illustrations shows a marine boiler 12 ft. 6 ins. in diameter, 11 ft. high and weighing 27 tons 12 cwt. being roped over a bridge en route from Southampton to Cardiff, a distance of approximately 150 miles, while the other illustration shows another boiler tank which was successfully removed by road.

Thomas Tilling, Ltd.—The Report for the year ended December 31st, 1923, of Messrs. Thomas Tilling, Ltd. is a very satisfactory one and the chairman, Mr. Richard S. Tilling, J.P., had an easy and pleasant task in presenting it at the Annual Meeting of the Company which was held on March 31st last. The accounts for the year show a profit of £155,444 and with the amount brought forward from the previous year, totalling £67,535, there was an amount of £222,980 to be allocated. The interest on income debenture stock; dividend on the preference share capital and interim dividend on the ordinary shares including a bonus of 5/- per share, absorbed £120,609. A final dividend on the ordinary shares, making 15 per cent. for the year with a bonus of 5 per cent. per share, and the second half-year's dividend on the preference shares together with a further dividend on the income debenture stock accounted for a further £50,125, leaving a balance to be carried forward of £52,246. The report referred to the disposal of the Company's holding of shares in the Road Transport & General Insurance Co., Ltd., to the General Accident, Fire & Life Assurance Corporation, Ltd., in exchange for ordinary shares in that Corporation. Messrs. Reginald M. Tilling and John F. Heaton retired from the board in accordance with the Articles of Association and were unanimously re-elected.

British Industries Fair. — The British Industries Fair has now secured a special place for itself as an annual exhibition exclusively for trade purposes and it will be held at the White City from April 28th to May 9th next. Particulars of exhibits in hand warrant the belief that the Fair should result in a record volume of orders for the exhibitors. Further information about the Fair can be obtained on application to the Secretary, 35 Old Queen Street, Westminster, S.W.1.

Road Transport Agreement. — Representatives of the Scottish Horse and Motor Contractors' Federation and the Scottish Horse and Motormen's Association, at a meeting of the Scottish Industrial Council for the Road Transport Industry in Scotland, renewed for another year the agreement that has been in operation for the past two or three years. This provides that the working week remain as at present, and that a reduction or increase of 1/- shall be made for every variation of 5 points in the cost of living as shown by Board of Trade figures; youths under 18 to be reduced or increased half the amount of adults; and that revision of wages be made every three months.

L. N. E. R. Appointments. — The London and North Eastern Railway Company has appointed Mr. A. L. Gibson Continental traffic manager (South), with headquarters at Liverpool Street, in succession to the late Mr. Charles Busk. Mr. H. Allaway has been appointed Continental traffic manager (North), with headquarters at Hull.

Horse Traffic in London.—The General Purposes Committee of the London County Council declared that the question of restrictions of horse traffic in London is one for a new traffic authority and not a matter in which the Council should take action.

Haulage Wages Advance.—The Sunderland motor and horse haulage contractors have conceded an advance of 3/- weekly in wages to their drivers. They will also continue payment of wages for statutory and annual holidays.

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The Worshipful Company of Carmen.

A DINNER of the Livery of the Worshipful Company of Carmen was held at Vintners Hall, Upper Thames Street, on Wednesday, 26th March last, to meet the Right Hon. The Lord Mayor and Sheriffs.

The Master (Mr. George Lavington, C.C.) supported by Mr. H. A. Jager (Junior Warden) received the guests.

In addition to the Lord Mayor and Sheriffs, there were present amongst others: Mr. Stanley Sparks, J.P., M.B.E., C.C.I.; Alderman Sir James Roll, Bart.; Mr. T. G. Howell, C.C. (Past Master of the Fletcher's Company); Mr. Percy Stewart; Mr. S. A. Worskett, C.C. (Past Master of the Glovers' Company); Mr. Charles Webster; Mr. Geo. Whitehead; Mr. H. Franklin, J.P.; Mr. H. Witt, C.C.; Mr. H. T. Prosser; Mr. J. A. Gosling, F.R.C.V.S.; Mr. H. G. Downer, LL.B., C.C.; Mr. A. A. Partridge; Mr. A. Barber; Mr. G. H. Lloyd (Immediate Past Master); Mr. C. J. Lloyd; Mr. G. A. Dutfield, J.P.; Mr. H. T. Dutfield; Mr. F. H. Brundle, C.C.; Mr. H. W. Lloyd; Mr. A. H. Maybury; Mr. A. J. Wells; Mr. F. Maybury; Mr. P. H. Monckton, C.C.; Mr. J. C. Coe, The Clerk; Mr. Under-Sheriff H. W. Capper; Mr. A. B. Cowtan, O.B.E. (Past Master of the Paperstainers' Company); Mr. W. H. Kinner, Mr. E. Maybury; Mr. J. F. C. Pollitzer, C.C.; Mr. P. R. Turner and Mr. H. A. Easton, C.C.

H.M. THE KING.

At the conclusion of the banquet the Master rose to propose the usual loyal toasts which were received with acclamation.

THE RT. HON. THE LORD MAYOR, THE SHERIFFS AND THE CORPORATION OF THE CITY OF LONDON.

Mr. Stanley Sparks, J.P., M.B.E., C.C.I., who proposed this toast said they were honoured by the presence of the Lord Mayor and Sheriffs, and when they reflected on the great responsibilities of the Lord Mayor they were filled with admiration at the dignity with which the office was filled by Sir Louis Arthur Newton, and they appreciated the keen intellect, tact and geniality which he brought to bear upon his duties. He understood that the Sheriffs accorded the Lord Mayor great help and that they worked together in the most harmonious manner which could only be for the general good of the community. He regarded the Corporation of the City of London as one of the most sound governing bodies which existed in the whole of the country and constituted as it was by capable business men, it would be a surprise were it otherwise.

GEORGE LAVINGTON, ESQ., C.C.

He did not intend to deal at length with the duties of the Corporation, but he could not allow such an opportunity to pass without referring to the great hospitality which was always tendered by the Corporation to those distinguished visitors who came amongst us from time to time. Neither could they forget the helping hand which owing to the initiative of the Lord Mayor was always held out in a time of emergency or disaster. He would like to refer with admiration to the sanitation of the City of London. He was told that the sanitation of the City permitted of very little improvement, and so far as he was aware that was perfectly true. Consider their highways, and they must be very proud of the way in which they were maintained. Speaking of streets, he was reminded that their Master was chairman of the Streets Committee for two years. He knew the Master and he was sure that the members of the Committee did not slumber during that time.

He wished to make some reference to the great attention paid by the Corporation to the educational needs of the City. When they remembered the great Guildhall School of Music, when they thought of the schools under the control of the Corporation and of the Guildhall Library, they could say that the Corporation might well be proud of their institutions.

They were proud of their great city and of their Lord Mayor and they wished him good health not only during the remainder of his period of office but for many years to come and they looked to him to continue to carry on the great work to which he had set his hand.

The Rt. Hon. The Lord Mayor, replying to the toast, said it would be as well for him to be exceptionally brief because he was addressing the Livery of the Carmen's Company and he did not think it would be wise for him to lengthen the oratorical spokes of the wheel because if he did he might find that it "tyred" them too much! (laughter).

He could assure them that during the five months of his year of office he had devoted himself entirely to the service of the City. It had been a great and peculiar privilege and pleasure to him to meet so many of the citizens of London who had accorded him such a welcome and assistance. It was not an easy task to follow so many of his brilliant predecessors, but this year he thought they would agree was likely to be not only a busy one but exceedingly interesting and perhaps more calls would be made upon the occupant of the position of Lord Mayor of London than had been the case for the last year or two.

He would like to make an appeal especially to the Liveries of the City of London to support the Corporation during the present year, particularly as it would be notable for the fact that the King was about to open the greatest exhibition the world had ever seen, founded primarily to bring about an increase of trade and commerce within the confines of the British Empire. The Livery Companies could do a great deal in that direction.

Mr. Sheriff R. C. Sennett, who also replied to the toast, said that mention had been made of the amicable way in which the Lord Mayor and the Sheriffs worked together. He could assure them that if they knew the Lord Mayor as well as he did they would certainly say that it would be impossible for any other condition to exist. The Lord Mayor was always bright and willing but sometimes the Sheriffs were somewhat tired. Of course the Sheriffs were as useful as they could be and they put as much dignity into their office as they possibly could. Sometimes things did not come up to one's expectations. The other day he was out in his State carriage and certainly thought a little notice would be taken of him but he got very little. After the spectators had looked at the horses and at the carriage off they went. (laughter).

THE WORSHIPFUL COMPANY OF CARMEN.

The Rt. Hon. The Lord Mayor proposing the toast of "The Worshipful Company of Carmen," said that their Company had existed for many years. It had experienced vicissitudes but was now in an exceedingly prosperous condition. The Company was incorporated during the reign of Henry VIII. They were allowed to enrol 100 members and he believed that somewhere about the year 1895 the membership dwindled down to 3 stalwarts. He did not know how long they existed in that happy condition but he always understood that two were company and three none (laughter). However, they recruited from the ranks of the citizens of London and increased their membership until he believed that at the present time they numbered about ninety and that very shortly, under the able guidance of their Clerk, they were to apply to the Court of Aldermen to increase their membership and he could tell them that they would find the Aldermen quite sympathetic.

It was a matter of great anxiety that so many of the Companies, started many years ago in connection with certain trades, had been compelled by force of circumstances to partly disassociate themselves from the trade they represented because that trade had left the country, and it had become, in recent years, a very typical thing for some of the old Companies to ally themselves with some trade of a similar character. In the case of the Carmen's Company, there was no question as to what they should do—they should certainly recruit their Company from the carmen of London, and he had no doubt that if that failed it would be a very easy step from the carmen to the motormen. How long horses were going to remain on the streets of London he did not know as it had been reported that eventually they would not be allowed to pass through the City.

He wished to couple with the toast the name of a very old and dear friend of his, their Master, Mr. George Lavington. They had worked together for many years in connection with the City of London, and he (the Lord Mayor) had always been willing to pick up some of the little unconsidered trifles which fell from the lips of their able and efficient chairman. He had followed the example of their Master when he became Chairman of the Freeman's Orphan School at Brixton, and he ventured to think that the work Mr. Lavington did in connection with that school would redound to his credit and would be remembered for many years to come. He had heard many eulogiums passed on the many reforms their Chairman had made at the school, of his kindness of heart and his anxiety to do all he possibly could to encourage the young and to help the old people.

He congratulated their Worshipful Company upon having Mr. Lavington as their Master, and he was sure he was a

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very worthy successor of those who had preceded him. In the words of the time honoured toast he wished their Company success "Root and branch, may it continue and flourish for ever." (applause).

The Master (Mr. George Lavington, C.C.), who was received with loud applause upon rising to reply, said that it was with regret he had to read them a telegram handed to him as he entered the room. It was from The Rt. Hon. Harry Gosling, C.H., M.P. (Minister of Transport), "Very much regret present situation makes it impossible for me to be with you to-night." They wished Mr. Gosling could have been present because their industry had for some years past been associated with him a good deal in a different position. They hoped Mr. Gosling's absence would result in benefit to the citizens of London in regard to the traffic strike. It was quite time some of the labour troubles were ended, but as long as the employers gave way he was afraid they would have strikes without ceasing. Every man was worthy of his hire and entitled to get as much as he possibly could for his labour, but there was a limit and he felt that that limit had been very nearly reached.

He had to thank his old friend, the Lord Mayor, for the very kind references he had made in proposing the toast of their Company. He well remembered the time when it consisted of three members only. He tried to revive their fortunes in those days but each time he was side-tracked and the earliest opportunity he could get was in the year 1900. He had been a member of the Company for over 24 years, and it had been a most pleasant time, associated as he was with the members of their industry. There was a limit to the sources from which they could recruit their Company, and he would ask members to bring their sons into association as soon as possible and to give them the freedom of the Company so that in due time they might take up their Livery. The carmen had many friends and those they made they tried to keep. He wanted to see more members join so that at the earliest opportunity they could apply to the Court of Aldermen to enlarge their Livery. They would like someone to present an amount of money to the Company to enable them to build a Carmen's Hall. Could they not get a Minister or someone with money to help them forward and put them into the first position (laughter).

With regard to horses, they as carmen, had some good animals of the best kind possible for the work they had to perform. As he was on the Streets Committee he had done a good deal in connection with the horses belonging to the City Corporation, and he could state that there was no better stud in the world, and he could not say that twenty odd years ago.

He thanked them all for the very hearty manner in which they had received the toast of the Worshipful Company of Carmen.

The toast of "The Visitors" was proposed by Mr. H. A. Easton, C.C., and replied to by Mr. T. G. Howell, C.C. (Past Master of the Fletcher's Company), and Mr. A. B. Cowtan, O.B.E. (Past Master of the Paperstainers' Company).

THE CLERK.

The Master said he was quite sure his brother liverymen would not wish to depart until they had honoured the toast of "The Clerk." If there was any part of the evening's entertainment with which they were satisfied their thanks were due to the Clerk and on the other hand any shortcomings should be passed on to him (the Master). Notwithstanding the very arduous duties of Under-Sheriff, Mr. Capper continued to do splendid work for their Company.

Mr. Under-Sheriff H. W. Capper, replying to the toast, said he appreciated very much what the Master had said. It was now over 25 years since they did him the honour of electing him their clerk, and he felt that if he retained any essence of juvenility it was because he had always had fresh ideas imbued into him by coming into contact with the Masters and Wardens.

Of course they all knew the history of the Carmen's Company. It was quite wrong to imagine that they only sprang up in the time of Henry VIII. Cleopatra had a car and probably a carman as well (laughter). Their's was the only Company to have a Grand Opera, "Carmen," composed in its honour (laughter). Although he could not expect to be their Clerk for another 25 years he could say that the quarter of a century spent with them had been one long pleasure. To be a Clerk of a large Company was an honourable position, but if he might say so with all humility it was more interesting to be the Clerk of a small Company and to help in its growth from almost extinction to prosperity. If he had been able to do anything towards reaching the position in which they now found themselves, and if he could help to bring nearer the day when he could attend before the Court of Aldermen to apply for an extension of their Livery then he would receive his reward. For the twenty-sixth time he thanked them all most heartily for the way in which they had received the toast of his health.

During the evening a most enjoyable Programme of Music was given under the direction of Mr. Frederick Henry.

Relative Efficiency of Horse and Mechanical Power for Road Transport.

Before the Graduates and Students of the Institute of Transport on March 18th, Mr. E. Falconer (member), Assistant to the General Superintendent (Road Transport), London, Midland and Scottish Railway, read a paper on the relative efficiency of horse and mechanical power for road transport, and he expressed the view that it seemed doubtful whether mechanical traction would ever succeed in entirely displacing the horse.

There were, of course, those who would deny that there was any need for a test of comparative efficiency. Within the last few years, it had been proclaimed that the horse was a back number, that it had had its day and soon would be, and ought to be, displaced by motor traction. He thought, however, unbiassed critics would agree that there was life in the old horse yet, and that in suitable circumstances it was likely to be a formidable competitor of the motor. During the last two years there had been a growing tendency among many business men to dispense with motors in order to revert to horses again. Therefore, there seemed an element of doubt as to whether motors were, as yet, within sight of permanently and entirely displacing horses as a tractive force.

It was obvious that the possible competition of the horse was necessarily bounded by its physical limitations as regards weight to be carted and distance to be covered. This might be taken as limited to 2½-tons per load and 16 miles per day for a heavy horse, and 30 cwt. per load and 20 miles per day for a lighter horse. It must, however, be realised that these figures were subject to considerable modifications and were largely governed by such factors as to whether the roads were hilly or level, the condition of the roads, competence of drivers, conditions of the particular business, and nature of the commodities to be carted. The average load per horse in the Liverpool Docks area, where the roads were level, was much in excess of the 2½ tons mentioned above and was about 5 tons, and still heavier loads were to be moved by adding to the number of horses used.

There was a big field in road transport in which horses were altogether out of the question. In the longer distances they could only come into competition with motor traction as supplementary to some other form of transport, such as the railway. This long distance road transport was a service never attempted by horses, and which had been largely created and only made possible by motor transport.

After eliminating all passenger traffic, long-distance goods traffic, and goods traffic where speed was the first consideration, there still remained a vast quantity of transport within the possibilities of horse haulage where economical cost considerations were of primary importance and in regard to which the horse undoubtedly came into definite and close competition with motor haulage.

In comparing horses and motors, it was essential that they should base the comparison on the statistics relating to the most suitable type of motor for the particular work which was to be done, with those respecting the most suitable kind of horse.

The comparison between horses and motors depended upon rate of output of remunerative units, and this was governed by the relation between standing time and running time. That such standing time must necessarily be an important factor was obvious when one thought of the frequency of stops in the delivery work of a railway company, of a general parcels carting agency, or even on a milk round, and in road transport in large ports and docks or in markets like Billingsgate or Covent Garden, etc., the detentions were of an extraordinary character.

For a true comparison it must be assumed that the traffic and conditions under which the cartage was performed were identical. Assume also that the horse and motor were of equal capacity, *i.e.*, two tons, and were working to capacity. Did it not follow that the time spent in loading and unloading; the time occupied in obtaining disposal instructions or signing for goods; the extra time involved in the number of calling places; would be exactly the same in both cases? The only advantage the motor had over the horse was in its faster speed during the time it was actually running the distance essential to the particular operation, and it would be obvious that as during standing time the motor incurred a greater debit because of its greater expense, if the standing time was high in proportion to the actual running time the motor would not be able to counterbalance in the running time the debit it had incurred during the standing time.

If a motor cost twice as much as a horse, the motor should be able to perform the same number of earning units as the horse in half the time, and if it cost three times as much, it should be able to do the same number of ton-miles as the horse in one-third the time.

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London Cartage and Haulage Contractors' Association.

Annual General Meeting.

THE Annual General Meeting of the London Cartage and Haulage Contractors' Association was held at 2 Idol Lane, Eastcheap, London, on March 10th last.

Mr. G. A. Dutfield, J.P., the President of the Association, presided over a good attendance of members.

The Minutes of the last Annual General Meeting having been published in THE WORLD'S CARRIERS and CARRYING TRADES' REVIEW under date April 16th, 1923, were taken as read and confirmed on the proposition of Mr. Lawson, seconded by Mr. Turner.

The Balance Sheet was submitted to the meeting and was unanimously adopted without discussion.

Mr. G. A. Dutfield, J.P., who was received with cheers upon rising to present his Annual Report, said: "Gentlemen, it is my privilege once again to review the work of the Association for the past year and to bring out one or two of the salient points which prove the necessity and usefulness of this organisation. The past year has, like some of its predecessors, proved a very difficult one for all those engaged in road transport, the effect of which had been severely felt in many directions. These are too well known to individual members to make further reference to them, but the Association had come through the past year very favourably.

"The Council had to some extent visualised the position at the beginning of the year and had made some necessary reservations to safeguard its position. This was revealed in the balance sheet which had just been considered, and the wisdom of that action was now apparent. Our reserves had remained intact, and whilst there had been some reduction in the membership from circumstances which no one could control, the Association had weathered the storm very satisfactorily.

"There have been considerable negotiations over the wages question during the past year, and whilst in the early part of the year the situation did not appear to be altogether hopeful it eventually culminated in an agreement which governed us for a period of twelve months. These negotiations had been both difficult and protracted, and those members who are not directly engaged are unable to appreciate all that that work entails. Meetings with the men's representatives had been almost continuous from December, 1922, until July, 1923, when a new agreement was eventually drawn up wherein a reduction of 4/- per week was made in respect of horse drivers, and of 4/- and 2/- according to grade in the wages of motor drivers. Provision was also made for a slightly different method of payment for casual or daily men. That Agreement is still in existence and carries us on until next July and, therefore, there has been no necessity for us to consider the wage question whilst that Agreement is in existence. I want to emphasise to all the members what a demand that makes upon the energies and time both of the Council and the Negotiating Committee, and this work is voluntarily done on behalf—not of a few—but of the trade generally both inside and outside the Association. It is I suggest a matter of congratulation that for many years past the industry has been undisturbed from strikes arising out of any point of dispute immediately affecting the industry, and if it is not invidious for me—the Chairman of the Council and the Negotiating Committee—to say so I attribute it to the wisdom and foresight of those whom you have elected as your representatives on those bodies. Stoppages and strikes there have been, but these have been extraneous to any negotiations or agreements of our own. We have been the unfortunate victims in the strife or others but here again the situation has been most carefully watched in the best interests of the trade generally, and the closest contact has been maintained and members fully informed as the situation has developed. There were the two unfortunate dock strikes, the one last year unofficial and the other the official strike that took place in the early part of this year. As was expected the unofficial strike took rather a long time to settle and I consider that this trade suffered very severely as a result of that action, disorganising not only our own affairs but the affairs of everybody else. I have no comments to make with reference to the last strike for the reason that we considered this as part and parcel of transport as a whole and it would not be advantageous for me to express a view upon what took place last month.

INDUSTRIAL COUNCILS BILL.

"It is appropriate here that I should refer to the Industrial Councils Bill. Probably some of the members are aware that there is in existence an Industrial Councils Bill which is being put forward in Parliament. Great importance is attached to this Bill by several important Joint Industrial Councils and our own Industrial Council urged the necessity of such a measure, before it ceased to function.

"It is a Bill to give statutory effect to the findings of Joint Industrial Councils, and if placed on the Statute Book the result would be that Wages and Agreements effected by responsible parties would be applied to the trade generally. This Association considers that a Bill of that description would be beneficial to the industry in which we are interested seeing that the representatives of the employers and employees as well would be safeguarded. It would really mean that those who settled the affairs so far as wages and working conditions of the industry are concerned would not only be settling them on their own behalf but would be settling them for the industry as a whole and it would be up to those members of the trade who are not members of an Association, and might be opposed to or did not agree with proposals, to come forward and state their views or to see that they were properly represented.

HAMPTON COURT BRIDGE.

"Another item of interest dealt with during the year has been a question not so materially affecting those actually in London, or I should say in close proximity to the City, as those in the outskirts of London. I refer to Hampton Court Bridge. The County Councils of Middlesex and Surrey having applied to the Minister of Transport for an Order prohibiting the driving of heavy vehicles exceeding in weight three tons unladen over Hampton Court Bridge, this Association lodged an application to be heard at the Public Inquiry. The Secretary attended the Public Inquiry and asked that the Order should be limited to such time, fifteen to eighteen months, as would enable the bridge to be put into a satisfactory condition for heavy vehicular traffic. Since then the Joint Committee of the two County Councils referred to have passed a resolution urging the Highways and Bridges Committee of those Councils to give immediate attention to the necessity for providing a new bridge.

CHISWICK URBAN DISTRICT COUNCIL.

"We are also dealing with another matter of importance to the trade in connection with the Chiswick Urban District Council. This authority advertised its intention to hire out motor lorries for private use. We made representations to them that this was contrary to their Statutory Powers and was in competition with road transport interests. We are still in correspondence with them, and if we are unable to induce them to refrain, legal measures will have to be taken with a view to getting an injunction against them.

"I think you will realise what a serious matter this is to the trade as a whole, because it means that public money in the District of Chiswick is being used in competition with the very people who are providing it, and as local authorities have no powers to become trading concerns except under an Act of Parliament, it would be necessary for this Association to take very drastic steps, and to do all in their power to bring this matter to the notice not only of the general public but of the transport interests as a whole, as well as to the notice of the Government. We have information that other Councils are attempting it but up to the present time I am unable to report, but the action we shall take with regard to these other people will be precisely the same.

WORKMEN'S COMPENSATION ACT.

"All members were advised from the office of the introduction of an amended Act which came into force in January last, and the terms of which were fully explained.

TAXATION OF MECHANICALLY-PROPELLED VEHICLES.

"We have had prolonged negotiations in connection with proposals which had for their purpose the relief of taxation on light vehicles at the expense of the heavy commercial vehicle, and our objections to the proposed altered methods have so far been successful. It is possible, however, that the introduction of the Budget may contain some adjustments in respect of the light and heavy vehicles, and that is a point which those interested will closely watch.

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ROAD APPROACHES TO THE DOCKS.

"With reference to the approaches to the Docks we were invited by the London Chamber of Commerce to report our view with regard to a scheme to give better approaches to the Docks. A public meeting was afterwards held at which we were represented when a resolution was passed urging the Government to take steps to deal with the present inadequate roads and approaches to the Docks. The scheme provides, amongst other improvements, for the construction of two new roads, one from the East India Dock to East Ham, and the Barking by-pass, and the other to the Victoria Dock; the latter would branch from the first after crossing Bow Creek, a new bridge for crossing the entrance to the Victoria Dock, and a new bridge to take the place of the existing narrow one over Bow Creek.

WOOLWICH FREE FERRY.

"With reference to Woolwich Ferry representations were made to the authorities with regard to the necessity of widening the approaches and drawbridges to the Woolwich Free Ferry in order to meet modern requirements. This has been a subject of importance because these bridges were built at a time when horse traffic was the only means of road transport.

LONDON TRAFFIC BILL.

"Last summer the Minister of Transport stated that he proposed introducing a Bill providing regulations to govern London street traffic and setting up an Advisory Committee in connection with it. In view of our interests we applied to the Minister for representation on that Committee and the Minister decided that horse interests should be represented. Owing to the General Election the matter fell through, but it is understood that the present Minister intends introducing a measure with similar objects at an early date. You will have also noticed that a Resolution has been submitted to the London County Council by Mr. Myer which proposes the ultimate elimination of horses from the streets of London. This matter has been considered by the Council and has now been referred to the General Purposes Committee which Committee will be reporting to the Council at a later date, and this Association will be looking for that Report with a great deal of interest.

FORTY-EIGHT HOUR WEEK BILL.

"Another matter of importance is in connection with the Bill it is proposed to bring into Parliament, namely the 48-hour week Bill. A statement recently appeared in the Press that the Government intends to introduce at an early date a Bill to give statutory effect to the terms of the draft Convention of the International Labour Conference of 1919 for an eight-hour working day and a forty-eight hour working week for employees in industrial undertakings. The draft Convention was brought before the House of Commons in a previous Government and the House then refused to ratify it. Under such a Bill it would be illegal to work any overtime beyond the maximum hours except in the specific cases specified in the Convention, and in these cases the maximum hours of overtime would be fixed by the State. The matter is one of great importance to the road transport industry as the term "Industrial undertaking" includes under Article 1 (d) of the Draft Convention "Transport of passengers or goods by road, rail, sea or inland waterway, including the handling of goods at the docks, quays, wharves or warehouses.

"A Bill has now been introduced by Mr. Ben Turner, and from an examination of its contents we are satisfied that it would be impossible to apply such a measure to the working of the road transport industry, and we shall use every endeavour to oppose it.

"I think we all know from practical experience how impossible it would be for any Government to bring into our industry the compulsory working of a 48-hour week or an 8-hour day. Under these circumstances we feel pretty confident, irrespective of whatever Government may be in power, that it would not be a difficult matter for road transport interests to make out to the Government the difficulties that we should have to contend with and the impossible conditions under which we should be called upon to carry it out.

"Now Gentlemen, these are the main features of my Report to this Annual General Meeting. It shows that although we have had difficult times the Association has during the year done all it possibly could to assist members and the industry as a whole. In this report I have only been able to deal with the general matters we have dealt with as an Association, but I may add that there have been many occasions when the personal element has existed in which the ordinary member has been able to receive from the hands of the Association a great deal of assistance when difficulties have occurred over which the member had no control.

"So far as trade is concerned we have had bad trade for such a long time that I shall only be reiterating what I have said on previous occasions during the last two or three years, but our hope must be better trade for the future, and I feel myself that there is better hope now of better trade than there was this time last year.

"That, Gentlemen, concludes my report to the Association, but I will not sit down without first of all saying how much I appreciate all the assistance that I have received from members of the Association during the year, and from the Council and Vice-Presidents who have always been very anxious to render all the assistance that they can, and I should be wanting in appreciation at the same time if I did not also add that the services of our Secretary, Mr. Bailey, has during this year as usual been so invaluable to the Council (applause), and we not only greatly appreciate it but we also have proof and know that the members have received whenever they have called upon him every assistance and advice. He has always been ready and willing to do all he possibly can in the interests of the members. I sincerely hope that his difficulties of the last two or three years will not be so great in the future. I am perfectly confident that as time goes on he will realise the good work that he has done during the last two or three years. I thank you." (applause).

Mr. G. H. Lloyd proposed and Mr. F. Hoar seconded the adoption of the Report. This was carried.

MR. G. A. DUTFIELD, J.P., RE-ELECTED PRESIDENT.

Mr. Lamont Scott said: "Gentlemen, I rise with very great pleasure to discharge a double duty with regard to item 4 upon the Agenda. My first duty is to thank our worthy President for the very great care and manner in which he has discharged the office of President during the past year (applause) and to thank him for the great sacrifice that he has made in his own time and the patience he has shown when dealing with the interests of our Association. When I look at the agenda and see the questions set forth to come up in the future I am afraid that the calls we are going to make on the President will not be very light. I think it is necessary, therefore, that we should have the best gentleman we possibly can to discharge these very important trusts, and while we offer him our great thanks and appreciation for what he has done in the past he will be conferring a great favour on the Association if he consents to act again as President during the coming year. I have the greatest possible pleasure, and it is my second duty, to propose that so estimable a gentleman as Mr. Dutfield, and so able a gentleman should be re-elected to this very important and responsible post. I therefore beg to submit to you, gentlemen, the name of Mr. Dutfield for re-election as President during the coming year" (applause).

Mr. Turner said: "I have very much pleasure in seconding what Mr. Scott has said, and I hope Mr. Dutfield will consent to his re-election."

Mr. Dutfield was re-elected President with enthusiasm.

Acknowledging his re-election, Mr. Dutfield said: "Mr. Scott, Mr. Turner and Gentlemen: I thank you very much for electing me to the Presidency again. As I have said on previous occasions we have had difficult times—we have passed through difficult times and I think we have difficult times ahead. If I get the same support in the future as I have had in the past whatever efforts I may put forward I shall know are greatly appreciated."

VICE-PRESIDENTS:—Messrs. Samuel Taylor, H. J. Selby, N. F. Wentworth, G. J. Lloyd, and Herbert Paterson were elected Vice-Presidents.

HONORARY TREASURER:—Mr. G. H. Lloyd was re-elected Honorary Treasurer.

COUNCIL:—The Council was re-elected *en bloc* and is constituted as follows:—Messrs. Walter Evans, Guy Fairclough, T. Feast, E. F. Griffiths, F. Hoar, W. H. Kinner, G. H. Lloyd, D. J. Maile, J. Motley, A. H. Park, J. Spurling, J. Sullivan, Lamont Scott, Leonard Taylor, J. H. Turner, P. R. Turner and John Wells.

AUDITORS:—Messrs. Carter, Son & White were re-elected Auditors.

Spencer Moulton and Wood Milne.—Considerable confusion having arisen in the trade as to the distinction between the three firms of Wood-Milne Ltd., George Spencer Moulton & Co., Ltd., and Wood-Milne Tyres and Manufacturing Co., Ltd., it may be as well to state that George Spencer Moulton & Co., Ltd., continues its association with Wood-Milne Ltd.; the former having its factories at Bradford-on-Avon, and the latter the new Spenwood factory, at Littleborough, Lancs. The London headquarters of both these firms are situated at 2 Central Buildings, Westminster, S.W.1. Wood-Milne Ltd., are manufacturers of the well-known rubber footwear bearing their name. A new and entirely different company, the Wood-Milne Tyres and Manufacturing Co., Ltd., recently purchased the Ajax Tyre factory, at Leyland, Lancs., and are responsible for the production of Wood-Milne solid and pneumatic tyres, foot pumps, golf balls, etc.; the London office of this firm being at 64 Victoria Street, S.W.1.

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Furniture Warehousemen and Removers' Association.

THE Twenty-Second Annual Meeting of the Furniture Warehousemen and Removers' Association will be held in the Royal Pavilion, Brighton, on Wednesday and Thursday, May 21st and 22nd next.

MOVE ON TO BRIGHTON, PLEASE.

Members of the Industry should make every effort to attend this Annual Conference because they will have the unique opportunity of meeting men from all parts of Great Britain and Ireland with interests identical to their own. They will also meet the representatives of firms to whom they have entrusted their work and *vice versa*. No one is too old to learn so come and meet the man who did the job you thought was yours and perhaps you will find that he is not such a bad chap after all.

The Programme.

Wednesday, 21st May, 1924.

2.20 p.m. **Mayoral Welcome.**
2.30 p.m. **Annual Meeting.**
5.0 p.m. (approx.) **Tea will be served free.**
6.0 p.m. **Reception by the President.**
6.30 p.m. **Banquet and Concert.**

Thursday, May 22nd, 1924.

9.45 a.m. **Royal Pavilion. Visit to the Art Galleries and Museum.**
10.45 a.m. **Royal Pavilion. Conference.**
1 p.m. **Lunch at the "Regent," Queen's Road, Brighton.**
2 p.m. **Leave by motor coaches for Arundel, via Poynings, Bramber, Storrington and Amberley.**
4 p.m. **Visit to Arundel Castle.**
5 p.m. **Tea at the "Bridge Hotel," Arundel.**
6 p.m. **Leave for Brighton via Goring and Worthing arriving Brighton at 7.30 p.m.**

By Invitation of the Sussex Members.

Thursday Evening.

8.45 p.m. to 11 p.m. **"Hippodrome," Middle Street, Brighton. Variety Entertainment. Best seats will be obtained for members at the greatly reduced price of 2/-.**

All Railways (except the Metropolitan and London Electric Co.) have agreed to issue tickets at the ordinary single fare and one-third, for the double journey, minimum fare 1/-, fraction of 3d. to be reckoned as 3d. These fares will operate from Tuesday, May 20th to Friday, May 23rd inclusive. Vouchers to enable members to obtain this concession must be obtained from the Secretary and must bear his signature.

Tickets for Tea, Banquet and Concert on the 21st May costing 11/6 each may be obtained on application to the Secretary, 41 Russell Square, London, W.C.1, who will be pleased to give any further information regarding hotels, tariff, etc. The members of the Sussex Centre will be the hosts of the Conference on the 22nd May.

Activities of the Association.

Legal Advice and Assistance.—In view of the large number of cases in which legal advice and assistance is sought by members who have not used the conditions adopted by the Association and the legal advisers to the Association having called attention to the matter and the unfairness to other members, the Committee have unanimously adopted the following rule which comes into operation immediately:—

> That when legal advice is required under the special arrangement made with solicitors, it shall be a condition precedent that the standard conditions and contract form shall have been used in connection with any such case, unless the Executive Committee exercise a discretion to give such assistance.

It is also necessary to again call attention to the fact that members wishing for legal advice and assistance must, in the first case, submit all papers connected with any matter, to the Secretary, and also that questions involving legal points cannot be answered over the telephone.

Estimators' Examination.—The first Examination for Estimators' Certificates was held at the Association Offices on Wednesday, February 20th last. Eleven candidates presented themselves and only six were successful, the majority failing in the practical estimating part of the examination. The successful candidates were:—Messrs. C. A Ball (Manchester), M. W. Shadgett (London), T. A. G. Watson (Southsea), T. W. G. Morgan (London), W. J. G. Eggbeer (Exeter), L. T. C. Thorne (Bournemouth).

The candidates who failed will be able to enter for the next examination, which will probably be held in July, at a fee of 10/6, instead of the full fee of £1/1/0.

Foreign Removals.—The British Association of International Furniture Removers is affiliated to the Furniture Warehousemen and Removers' Association, and looks after the interests of those members who are interested in foreign removals. It was founded in 1923 and already comprises members in nearly every country in Europe, the British Dominions, U.S.A., etc. The entrance fee is 10/6, and the annual subscription which entitles the member to a copy of the fortnightly journal, etc., is one guinea.

Removals for Government Officials.—For some time past the Association has been endeavouring to induce the Treasury to issue definite instructions as to what a contractor should undertake in regard to Government Officials' removals, and has contended that removals should be done on the basis of the ordinary estimate and acceptance form embodying the conditions of the Association in regard to same, and that any extra work should be estimated and charged for separately.

The Committee are pleased to announce that they have now succeeded in their efforts as will be seem from the following:—

> Treasury Chambers,
> Whitehall,
> 6th March, 1924.
>
> GOVERNMENT OFFICIALS' REMOVALS.
>
> Dear Sir,—I am sorry that you have not had an earlier reply on this matter.
>
> We have now asked all the large Departments in which weight limits are fixed to the amount of furniture which may be removed at public expense to notify their staff that estimates of weight are no longer required, but that estimates for removal should include a statement of the number of van loads involved. At the same time we are asking them to explain that the estimates required should be subject to the conditions under which removals are ordinarily undertaken by contractors, and that in particular removal contractors do not normally undertake such work as taking down or putting up electric light and gas fittings, refixing blinds, relaying carpets, etc., and that separate arrangements should be made for this work.
>
> I trust that when these instructions have had time to circulate to all officers concerned, your members will receive substantial relief in those matters which formed the subject of the discussion.
>
> Yours faithfully,
> W. R. FRASER.
>
> Thos. Upton, Esq.,
> The Furniture Warehousemen & Removers' Association, Ltd.,
> 41 Russell Square, W.C.1.

Members are particularly requested to see that any estimates given in the future for removal of Government officials are given on the proper Form of Estimate and Acceptance containing the conditions adopted by the Association, and that any extra work required is estimated for and dealt with entirely separate from that of the ordinary removal.

Metropolitan Police Removals.—The Terms and Conditions of Contract for the Removals of Metropolitan Police Officers has also been the subject of negotiation, and the Committee are pleased to say that the result has been alterations to their satisfaction.

Special Resolutions for Annual General Meeting.—Any special resolutions that members require to bring forward at the Annual General Meeting must reach the Secretary at the registered offices of the Association in proper form not later than the first post on the morning of April 15th next.

Proposed Change in the Name of the Association.—A Special Resolution has been sent to the Committee proposing that the name of the Association be altered. This resolution will be on the agenda for the Annual General Meeting.

New Local Centres.—Two new Local Centres are in process of being formed, one at Ipswich, to cover the Eastern Sections of Norfolk and Suffolk, and the other at Southend to cover South-East Essex.

Apprenticeships.—With a view to advancing the status of the industry and placing it upon a much higher level, the question of Apprenticeships within the industry has been submitted to the Committee for consideration. From applications made from time to time to Mr. Upton, the Secretary, it is clear that the question is one for earnest consideration. The Committee will welcome any suggestions members are able to put forward on the subject as they will be of much assistance when a final decision is made.

Superannuation Scheme.—A very interesting subject to be discussed at the Annual General Meeting will be that of the inauguration of the Superannuation Scheme to cover all clerical workers in the removal and warehousing industry. Members will have an opportunity of expressing their views on the suggestion and of putting forward any proposals in connection therewith.

Publicity.—Some time ago we recorded that the Association had appointed a Publicity Committee to consider the advisability of the Association undertaking a national advertising scheme, with the object of bringing prominently to the notice of the public the experience and facilities members of the Association were able to place at their disposal when the time came for removing or warehousing. This Committee have had to tackle a wide and complicated question and although they have considered many suggestions they have not been able to recommend acceptance of any principally on the ground of cost. It is probable that a more modified scheme will shortly come before them and the matter will be discussed at the Annual General Meeting during the morning session on Thursday, May 22nd at 10.15.

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British Empire Exhibition.

THE British Empire Exhibition, which opens on April 23rd, will undoubtedly be of the greatest interest not only to business men throughout the British Isles but also to those coming from all parts of the world. We therefore decided to take space in a co-operative exhibit with other trade and technical journals organised by the Institute of Journalists, and this exhibit is situated in the Palace of Engineering.

A large number of important firms have exhibits in the Palace of Engineering, and there is also a very comprehensive exhibit organised by the Society of Motor Manufacturers and Traders in collaboration with the British Cycle and Motor Cycle Manufacturers' and Traders' Union. In addition to this there is a section in the Palace of Industry devoted to rubber industries organised by the India Rubber Manufacturers' Association, Ltd.

We give a list of the exhibits which are of interest to our readers, and in the following issues of this journal we shall be giving month by month a brief report of the exhibits contained in this list.

PALACE OF ENGINEERING.

Electrical Engineering Section.

Avenue.	Bay.	Stand No.	
15	11		British Electric Vehicles, Ltd., Churchtown Works, Southport.
11	7-8		Brush Electrical Eng., Co., Ltd., Loughborough, Leicestershire.
13	7-8		Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester.
9-10	15-16		W. T. Henleys Telegraph Works, Co., Ltd., 14-15 Bloomfield Street, E.C.2.
14	14		Tyer & Co., Ltd., Ashwin Street, Dalston, E.8.
14	11-12		C. A. Vandervell & Co., Ltd., Acton, W.3.
14	6-7		C. C. Wakefield & Co., Ltd., Wakefield House, 30-32 Cheapside, E.C.

Shipbuilding, Marine, Mechanical and General Engineering Section.

Avenue.	Bay.	Stand No.	
1	28	200	Ferodo, Ltd., Sovereign Mills, Chapel-en-le-Frith, Derbyshire.
6-7	18-20	24	John Fowler & Co. (Leeds), Ltd., Steam Plough Works, Leeds.
1	26-27	202	Robey & Co., Ltd., Globe Works, Lincoln.
2	12	151	Small & Parkes, Ltd., Hendham Vale Works Harpurley, Manchester.
3	11-12	98	Thompson Bros. (Bilston), Ltd., Bradley Engineering Works, Bilston, Staffs.
7	19-20	6	John Thompson (Wolverhampton), Ltd., Ettingshall Engineering Works, Wolverhampton.
2	18-19	141	John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, Westminster, S.W.1.
2	4-5	167	John Tullis & Son, Ltd., St. Ann's Works, John Street, Bridgeton, Glasgow.
3	8-9	160	W. H. Willcox & Co., Ltd., 38 Southwark Street, S.E.1.

Land Transport.

(1) General Land and Factory Transport.

Avenue.	Bay.	Stand No.	
10a	27-28		Carter, Paterson & Co., Ltd., 128 Goswell Road, E.C.1.
10	28-29		G. D. Peters & Co., Ltd., Caxton House, Westminster, S.W.1.
10	27-28		Pickfords, Ltd., 205 High Holborn, W.C.
8-9	28-29		H. C. Slingsby, 89, 95 & 97 Kingsway, and 71 Gt. Queen Street, W.C.2.
10	26-27		George Spencer Moulton & Co., Ltd., 2 Central Buildings, Westminster, S.W.1.

(2) Railway Transport.

Avenue.	Bay.	Stand No.	
11-12	26-29		Birmingham Railway Carriage & Wagon Co., Ltd., Smethwick.
11-12	30		The Great Southern & Western & Midland Great Western Railway Companies (Ireland), Kingsbridge, Dublin.
11	30-32		Great Western Railway, Paddington, W.
11	36-38		London, Midland & Scottish Railway Co., London.
11	26-29		London & North Eastern Railway, Marylebone Station, N.W.1.
11	33-35		Metropolitan Railway Co., Baker Street Station, N.W.1.
9-10	24-29		Midland Railway Carriage & Wagon Co., Ltd., Midland Works, Washwood Heath, Birmingham.
11	36-38		Southern Railway, Waterloo Station, S.E.
11	33-35		Westinghouse Brake & Saxby Signal Co., Ltd., 82 York Road, King's Cross, N.1.

Motor and Cycle Section.

Organised by the Society of Motor Manufacturers and Traders, Ltd.

A. C. Sphinx Sparking Plug Co., Ltd., 242 Bradford Street, Birmingham.
Albion Motor Car Co., Ltd., South Street, Scotstoun, Glasgow.
Atkinson & Co., Frenchwood Works, Preston.
Austin Motor Co., Ltd., Northfield, Birmingham.
Avon India Rubber Co., Ltd., 343-5 Euston Road, London, N.W.1.
Barimar, Ltd., 14-18 Lamb's Conduit Street, Theobald's Road, London, W.C.1.
James Bartle & Co., Ltd., 236a Lancaster Road, Notting Hill, London, W.11.
W. & A. Bates, Ltd., St. Mary's Mills, Leicester.
G. Beaton & Son, Ltd., 41 St. James's Square, Holland Park, London, W.11.
Raybestos-Belaco, 59½ Southwark Street, London, S.E.1.
W. Blackwell Oil Co., Victoria Oil Works, Victoria Road, Aston, Birmingham.
Bowden Brake Co., Ltd., King's Road, Tyseley, Birmingham.
Bristol Tramways & Carriage Co., Ltd., Tramways Centre, Bristol.
British Lighting & Ignition Co., Ltd., Blic Works, Cheston Road, Aston, Birmingham.
H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1.
Chloride Electrical Storage Co., Ltd., 57 Victoria Street, London, S.W.1.
Robert W. Coan, 219 Goswell Road, London, E.C.1.
Daimler Co., Ltd., Coventry.
Dennis Bros., Ltd., Guildford, Surrey.
Alex. Duckham & Co., Ltd., 6 Broad Street Place, London, E.C.2.
Dunlop Rubber Co., Ltd., Easy Row, Birmingham.
Elm Street Engineering Works, 188 Gray's Inn Road, London, W.C.1.
Fodens, Ltd., Elworth Works, Sandbach, Cheshire.
Richard Garrett & Sons, Ltd., Leiston Works, Leiston, Suffolk.
Gas Lighting Improvement Co., Ltd., Alexandra House, Queen Square, London, W.C.1.
Guy Motors, Ltd., Falling's Park, Wolverhampton.
Halley's Industrial Motors, Ltd., Harvey Street, Yoker, Glasgow.
Hoyt Metal Co., of Great Britain, Ltd., Deodar Road, Putney, London, S.W.15.
A. A. Jones & Shipman, Ltd., New Century Works, East Park Road, Leicester.
Karrier Motors, Ltd., Karrier Works, Huddersfield.
Kirkstall Forge, Ltd., Leeds.
Laystall Motor Engineering Works, Ltd., Ewer Street, Southwark, London, S.E.1.
Leyland Motors, Ltd., Leyland, Lancs.
London Improved Motor Coachbuilders, Ltd., 149 Lupus St., London, S.W.1.
Lodge Plugs, Ltd., Rugby.
Mann's Patent Steam Cart & Wagon Co., Ltd., Pepper Road Works, Leeds.
Maudslay Motor Co., Ltd., Parkside, Coventry.
National Benzole Co., Ltd., Wellington House, Buckingham Gate, London, S.W.
Price's Patent Candle Co., Ltd., Battersea, London, S.W.
Robinhood Engineering Works, Ltd., Putney Vale, London, S.W.15.
Safety Storage Systems, Ltd., 5 Laurence Pountney Hill, London, E.C.4.
Joseph Sankey & Sons, Ltd., Hadley Castle Works, Wellington, Shropshire.
Scammell Lorries, Ltd., Fashion Street, London, E.1.
"Sentinel" Waggon Works (1920), Ltd., Shrewsbury.
Shrewsbury S. T. & Challiner Tyre Co., Ltd., Ardwick Green, Manchester.

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S. Smith & Sons (M.A.), Ltd., Cricklewood Works, Cricklewood, London, N.W.2.
Spiral Tube and Components Co., 47 Caledonian Road, King's Cross, London, N.1.
R. Stephens & Sons, 63 Church Road, Upper Norwood, London, S.E.19.
Sterns, Ltd., Royal London House, Finsbury Square, London, E.C.2.
John Thompson, Motor Pressings, Ltd., Beacon Works, Wolverhampton.
John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1.
Tilling-Stevens Motors, Ltd., Maidstone, Kent.
Triplex Safety Glass Co., Ltd., 1 Albemarle Street, Piccadilly, London, W.1.
C. A. Vandervell & Co., Ltd., Warple Way, Acton Vale, London, W.3.
Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport.
Henry Wells Oil Co., 11 Haymarket, London, S.W.1.
Weybridge Motor Engineering Co., Ltd., Black Boy Works, Weybridge.
Yorkshire Patent Steam Wagon Co., Vulcan Works, Hunslet, Leeds.
Zenith Carburetter Co., Ltd., 40-44 Newman Street, London, W.1.

Water Transport.

Avenue.	Bay.	
3-5	33	The British & Irish Steam Packet Co., Ltd., and The City of Cork Steam Packet Co., Ltd., 29 Cockspur Street, S.W.1.
3	33	Chance Bros. & Co., Ltd., Glass Works, Smethwick, Birmingham.
5	34-35	The Cunard Steamship Co., Ltd., Cunard Building, Pierhead, Liverpool. and The White Star Line, 30 James St., Liverpool (Joint Exhibit).
3	35	Dixon & Corbitt & R. S. Newall & Co., Ltd., Teams Ropeworks, Gateshead-on-Tyne.
3	33	Frost Bros., Ltd., 342 Commercial Road, E.1.
3	30	Furness, Withy & Co., Ltd., Furness House, Leadenhall Street, E.C.3.
5	32	Gourock Ropework Co., Ltd., Port Glasgow.
3	35	Alfred Holt & Co., India Buildings, Water Street, Liverpool.
5	30-31	Manchester Ship Canal Co., 41 Spring Gardens, Manchester.
3	33-35	Mersey Docks & Harbour Board, Liverpool.
5	33-34	Port of Bristol, Bristol Docks Committee, Docks Offices, 19 Queen Square, Bristol.
5	36-38	Port of London Authority, London, E.C.3.
3	32	The Royal Mail Steam Packet Co., 18 Moorgate Street, E.C.2.

PALACE OF INDUSTRY.

Rubber Industries.

Stand No.	
C.111	India Rubber, Gutta Percha & Telegraph Works, Co., Ltd., Silvertown, London, E.16.
C.105	Leyland & Birmingham Rubber Co., Ltd., Leyland, near Preston, Lancs., and 24 Duke Street, Aldgate, London, E.C.3.
C.108	Chas. Macintosh & Co., Ltd., 22 Jewin Street, London, E.C.
C.101	North British Rubber Co., Ltd., 204 Tottenham Court Road, London, W.1.
C.113	Rubber Growers' Association, Incorporated, 2-4 Idol Lane, Eastcheap, London, E.C.3.
C.107	George Spencer Moulton & Co., Ltd., 3 Central Buildings, Westminster, London, S.W.1.

B. P. Oil for Wembley.—We understand that the contract for the supply of fuel and Diesel oil for the Palace of Engineering at the British Empire Exhibition, at Wembley, has been placed with the British Petroleum Co., Ltd., distributors of "B.P." petrol.

Motor Street Accidents.—The following figures of fatal and non-fatal accidents in England and Wales caused by mechanically propelled vehicles in streets, roads, and public places in 1922 and 1923 are given in the Parliamentary Papers, in reply to a question addressed by Mr. Benjamin Smith to the Home Secretary:—

Fatal accidents in 1922, 2,052; 1923, 2,293. Non-fatal accidents, 1922, 43,644; 1923, 53,841. Total, 1922, 45,696; 1923, 56,134.

Institution of Automobile Engineers.—The Institution of Automobile Engineers have elected Dr. W. R. Ormandy as President and Messrs. L. H. Hounsfield, B. W. Shilson, H. Keir Thomas, and Charles Wheeler as Vice-Presidents.

Motor Hirers' Association.

IN our last issue we gave a brief notice of the formation of the Motor Hirers' Association as an independent society to look after the special interests of the motor hirer. Since then we have had the opportunity of discussing this new development with Mr. H. T. Rickards, of Messrs. Charles Rickards, Ltd., 12 Spring Street, Paddington, London, W.2, and were able to secure some first-hand information as to the work which the new association sets out to accomplish.

As is well known the Association was originally promoted as a branch of the Motor Trade Association, and met at the offices in Great Portland Street. This was convenient as many members of the Association were also motor traders and were in town to attend other meetings in which they were interested. The motor hirer, however, as such was not a motor trader and in course of time the interest in the Association diminished and very little was done. It was felt, however, that there was need of an association which would look after the peculiar interest of the man whose business consisted solely in hiring out motor vehicles and with this need in view the present association was formed.

The motor hirer does not come into the same category as the road transport contractor, but occupies a field essentially his own and it was felt therefore that the existing associations did not cover his requirements.

Perhaps the chief item demanding urgent attention is that of taxation and it was felt of the utmost importance that the motor hirers should have a voice in any steps which might be taken to alter the basis of taxation and to put forward their views for a reduction in the heavy burden at present imposed upon them.

There are many other objects which the Association proposes to deal with, and Mr. H. T. Rickards, who in addition to being Chairman of the Association, is acting temporarily as the Hon. Secretary, will be glad to send a copy of the booklet which has been printed to any motor hirer throughout the country who is interested in what is being done.

London Traffic.

SIR LYNDEN MACASSEY gave a lecture on London Traffic at the Royal Society of Arts, on the 2nd April, and remarked that the situation of London traffic had ceased to be a technical question. It had become not only one of economics but also of politics.

Referring to the London Traffic Bill he said he would have preferred to see a Traffic Board instead of an Advisory Committee, but if that was impossible, then he thought possibly the proposal of the Government was the most practical approach to the objective the Royal Commission had in mind. He would have liked to see the Committee with plenty of dynamic force, and not merely confined to advising on matters referred to them by the Ministry of Transport. As to street obstruction, he thought the Ministry should have greater powers. An important clause in the bill was that conferring powers on the licensing authorities to attach conditions to omnibus licences. That was essential. The bill went a considerable way towards meeting the recommendations of the Royal Commission. It contained, however, no provision enabling transit authorities to arrange for the co-ordination of their respective systems and for inter-working.

Sir ALFRED YARROW urged that where two lines of traffic now crossed on the same level they should cross by different levels either through a tunnel or one over the other.

Sir GEORGE HUME pointed out that there had been much inquiry since the time of the Royal Commission. The London County Council had been alive to the trouble for many years. The Council did not like interference by a Government department, but in view of the difficulties they were not going to oppose the Traffic Bill although they did not like it.

Colonel BRESSEY (Ministry of Transport) remarked that there could be no doubt as to the wideness of the area which a London traffic authority would have to control. The great point was not to search for impracticable ideals, but for some solution which would be accepted by all concerned, and which could be moulded into something which would be of credit to the metropolis.

Other speakers were Mr. Frank Pick, Col. Pickard and Chief Constable Bassom.

Roads Improvement Association. — Sir Edward Iliffe, M.P., has been elected Vice-President and has accepted the position of Hon. Treasurer of the Roads Improvement Association.

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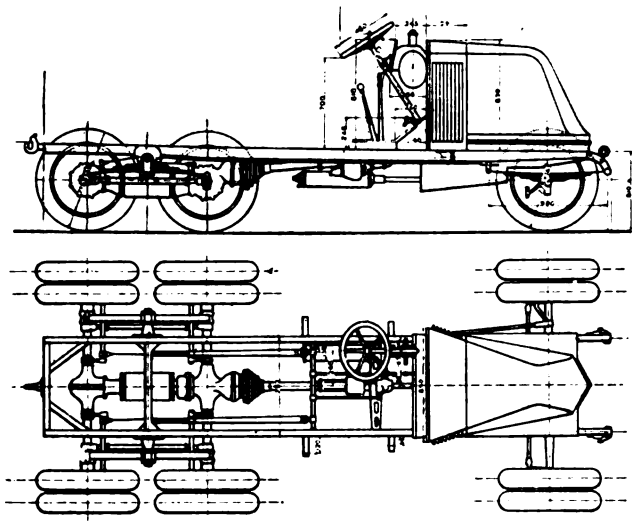
A Remarkable Demonstration.

We have frequently heard the six-wheeled rigid frame type of vehicle praised but we must confess we have never regarded it with very much favour as it has always appeared to us to involve a great deal of complication, the only material advantage gained being the distribution of the load over three instead of two axles. A recent demonstration which we attended of a Renault six-wheeler, has, however, somewhat altered our opinion,



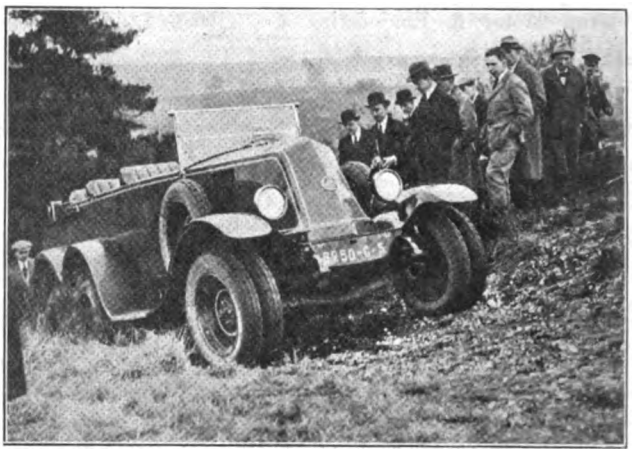
SIDE ELEVATION AND PLAN DRAWINGS OF THE RENAULT 6-WHEEL DESERT CAR.

at least in so far as it clearly showed possibilities which we had not hitherto taken into consideration, namely: the conversion of a larger percentage of engine power into useful work owing to the increase of wheel adhesion.

Our readers may remember that in last December a Renault six-wheeled car made a successful crossing of the Sahara desert, between Touggourt to Tozeur, a distance of 2,000 miles and that an average speed of 20 miles per hour was maintained throughout. The run was a non-stop and the whole journey was made in record time of six days.

feed and ignition by automatic advance magneto; the carburettor is a dash-pot type and the water circulation is thermo-syphon; the clutch is a leather-face inverted cone type.

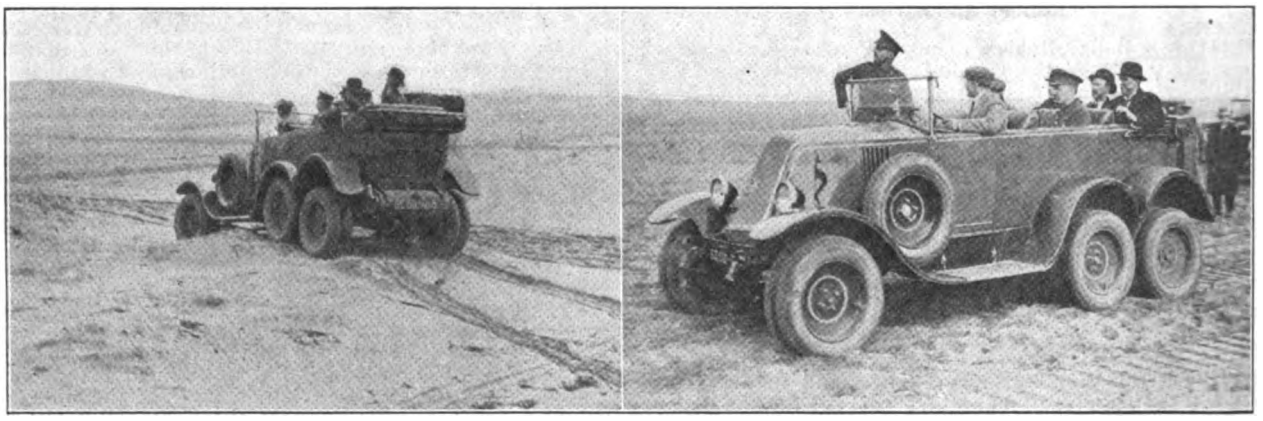
The gearbox is a two combination three-speed type with two sliding dog type clutches and central ball gate change. There are two sets of reduction gears provided in the back axle. By this combination the following speeds are obtainable. The first combination: first speed 3 m.p.h., second speed 5½ m.p.h., third speed 10 m.p.h. The second combination: first speed 5 m.p.h., second speed



THE RENAULT 6-WHEEL CAR COMPLETING THE 1 IN 3 INCLINE CLIMB AT ALDERSHOT.

9 m.p.h. and third speed 17 m.p.h., with the engine speed at 1,680 r.p.m. The wheels are of the detachable disc type fitted all round with twin Michelin Comfort tyres 775 mm. by 145. The two driving axles have large central forged casings in two parts. Suspension is by two semi-elliptic springs in front and two long inverted semi-elliptic springs at the rear. The weight of the chassis, without petrol is 24 cwt. and the maximum total load including the body is 26 cwt.

After the demonstration at Hindhead, which was carried through with marked success, the car was taken to Aldershot where tests were carried out on Laffan's



THE RENAULT 6-WHEEL DESERT CAR UNDERGOING W.O. TRIALS ON LAFFAN'S PLAIN, ALDERSHOT.

At the request of the War Office this vehicle was put through some very severe tests at Herne Hill and at Aldershot. The War Office tests were conducted by M. Charles Liocourt, who drove the car across the Sahara desert. The first demonstration was a hill climb at Hindhead where it took a gradient of 1 in 4½ with ease with eight passengers up, including the driver.

The surprising feature of the chassis is that it has an engine with a nominal horse power of not more than 12 h.p. or 13·9 R.A.C. rating or 16 b.h.p. at 1,800 r.p.m. The engine is a four-cylinder monobloc with 75 by 120 mm. bore and stroke respectively; lubrication is forced

Plain under conditions of surface in no way superior to ordinary desert travel, of which we have had some experience in various parts of the world. We understand the air pressure in the Comfort tyres did not exceed 15 lb. per square inch.

The first demonstration was a run across the sandy desert of Aldershot with nine passengers up. The demonstration six-wheeler was followed by a dozen ordinary motor cars of various horse power and seating capacity. These, the six-wheeler outdistanced with ease, the wheels of the former sinking deep into the loose sand and, moreover, whilst the demonstration car was purposely taken over the worst stretches, including deep ditches

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or water channels, the ordinary cars had to search for the most favourable ground. The demonstration car was then taken to sand dunes, where it ran in and about the hills and hollows, the loose sand and steep angles incommoding it, apparently, not in the least. The next test was a climb up one of the sand hills the incline being a gradient of 1 in 3½, this also the vehicle accomplished successfully, though on this occasion it carried no passengers.

The final test was through a quagmire cart track with from a foot to eighteen inches depth of mud and water. No ordinary vehicle could have passed through this, nevertheless it proved to be no obstacle to the Renault six-wheeler.

Institute of Transport.

AT the meeting of the Council held on March 3rd, 1924, Corporate Members were elected and Associates, Graduates and Students admitted to the Institute, as under:—

MEMBERS.

Name.	*Present Occupation.*
Allen, Arthur William	Mineral Manager (Derby), L. M. & S. Railway.
Andrews, Launcelot Leonard	Traffic Manager, Elders & Fyffes, Ltd., Steamship Owners, London.
Cadbury, George, Junr.	Managing Director, Cadbury Bros., Ltd., Birmingham.
Cripps, Henry Rivers	Chief Assistant Solicitor, L. & N. E. Railway.
Ellson, George	Deputy Chief Engineer, Southern Railway.
Holloway, Bertram Edwin	General Manager, Mexican Railway Co., Ltd.
Leslie, Ronald	Traffic Manager (Buenos Aires), Central Argentine Railway.
Lockwood, Henry Francis	Deputy Traffic Manager, North Western Railway, India.
Magniac, Brig.-Gen. Sir Charles Lane, C.M.G., C.B.E.	Agent, Madras and Southern Mahratta Railway.
Smith, Sydney Tom Harris	Divisional Traffic Superintendent (Buenos Aires), Central Argentine Railway.
Tuffill, Harold Birch, C.B.E.	Assistant to Chairman, Oceanic Steam Navigation Co., Ltd. (White Star Line, ex-Secretary, Port and Transit Executive Committee).
Wathen, Frederick Blunt	General Traffic Manager, Madras and Southern Mahratta Railway.
Watkins, Michael John	General Manager & Secretary, Belfast Harbour Commissioners.
Wood, William	Chief Electrical Engineer (Southern Scottish Area), L. & N. E. Railway.
Cooper, Albert George Warner Inord	Chief Resident Engineer, Great Western of Brazil Railway.

ASSOCIATE MEMBERS.

Bonner, George Cecil	Outdoor Assistant to Traffic Manager (Buenos Aires), Central Argentine Railway.
Goddard, Percy	Traffic Divisional Superintendent (Buenos Aires), Central Argentine Railway.
Knowldon, Richard Sydney	Assistant Engineer and Factories Inspector, Public Works Department, Uganda Protectorate.
Macintosh, John	District Traffic Controller (Canada de Gomoz), Central Argentine Railway.
Martin, Douglas Stewart	Assistant Traffic Manager (Rosario), Central Argentine Railway.
McGeachie, Samuel	District Traffic Controller (Cordoba), Central Argentine Railway.
Neele, George Brian Fraser	District Traffic Controller (Villa Maria), Central Argentine Railway.
Parry, Edward St. John	Assistant to Traffic Manager (Buenos Aires), Central Argentine Railway.
Tweed, Randolp Watson	Traffic Manager, Samuel Allsopp & Sons, Ltd., Burton-on-Trent.
Worsley, William	Sub-Controller General of Traffic (Rosario), Central Argentine Railway.

ASSOCIATES.

Smith, John George	Professor of Finance and Lecturer in the Economics of Transport, University of Birmingham.
Walker, Frederick Thomas	Manager, Escombe McGrath & Co., Birmingham.

GRADUATES.

Allison, Laurence	L. M. & S. Railway (Leeds),
Anstruther, Robert	Central Argentine Railway (Buenos Aires).
Challis, Hubert William	Great Western Railway (London).
*Coe, Harold George	W. & E. Coe & Sons, London.
Higgins, George Arthur	Central Argentine Railway (Buenos Aires).
Hunt, Edward Charles	London Underground Railway Group.
Meason, William Edgar	London Underground Railway Group.
Murray, Henry John Stephen	L. & N. E. Railway (London).
Rench, William Henry	J. Crosfield & Sons, Ltd., Warrington.
Sibey, Herbert George	L. M. & S. Railway (Keighley).

* *Transfer from class of Student.*

STUDENTS.

Bowyer, Albert Edward	L. M. & S. Railway (Stoke-on-Trent).
Cross, William Henry	Carter, Paterson & Co., Ltd.
Driver, George Thomas	Carter, Paterson & Co., Ltd.
Dymack, Edward James	London Underground Railway Group.
Greenfield, Harry Frank	Southern Railway (Tadworth).
Knight, George	Carter, Paterson & Co., Ltd.
Nichols, Benjamin James	Carter, Paterson & Co., Ltd.
Searle, George H.	Bryant & May, Ltd.
Sharp, William Bernard John	Student of Transport.
Torrington, Charles James	Carter, Paterson & Co., Ltd.
Tuff, Richard Thomas	Carter, Paterson & Co., Ltd.
Vigor, Sydney Raymond	Carter, Paterson & Co., Ltd.
Woodcock, George Frederick Leonard	Carter, Paterson & Co., Ltd.

Scottish Horse and Motormen's Association.

THE annual report of the Scottish Horse and Motormen's Association records a successful year's work. A sum of £7,750 has been added to the funds, making a grand total of £82,153, while the insurance section has over £100,000 to its credit. These figures, the report states, show that the Association is possibly the wealthiest in the country. A membership of 11,000 is reported. There have been no strikes in the past year of any consequence. An agreement for another year has been signed, which means that no decrease or increase of wages will take place unless there be a fall or rise in the cost of living.

In these days, says the Report made by the Assistant Secretary, when there is a Labour Government, and also other political parties making large promises to the people, and talking glibly on such questions as an Act of Parliament to legislate for a 48-hour week, it is well that members should recognise that a long time might elapse before any such promise is fulfilled, and during that period they would have to rely on their own strength to retain what they have at present. Consequently, the need for solidarity and the perfecting of their organisation was as necessary as ever.

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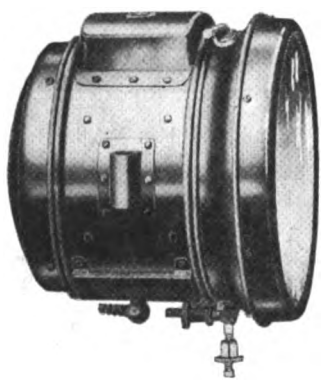
Motor Coach Season.

J. & R. Oldfield, Ltd., Refulgent Lamp Works, Warwick Street, Birmingham. This firm is famous for the excellence of its "Dependence" lamps. They specialise entirely on the manufacture of paraffin and acetylene lighting equipments. The model "De Luxe" paraffin lamp, model No. 441/442 is provided with double purpose sockets for forked brackets 5⅝-ths and 7¼ inch centres. Experience has proved that this model has attained a high standard of efficiency. The manufacturers claim that no other paraffin lamp can equal it in its illuminating powers. It is essentially a driving lamp, illuminating the road clearly from 25 to 40 yards ahead. In a photometric test and comparison with two other types of lamps the following are the results: There were two kinds of tests, the first being the measurement of the equivalent candle power, at points in a horizontal plane, through the axis of the optical system of the lamp, at a distance of 25 feet from the centre of the lamp, and the second test was the comparison of the intrinsic brightness of the flame of the Oldfield lamp with that of the one which appeared to be the better of the two other types. The lamps were of the half-inch wick type. Care was taken to get as good a flame as possible in each case. The distribution of illumination showed that the maximum equivalent candle power of the Oldfield lamp was found to be on the axis and had the value of 28·3. The maximum for lamp (B) (B and C being the two lamps with which the Oldfield lamp was compared) was also on the axis, and its value was 12·3. For lamp C there were three maxima, one on the axis 11·4, and one on each side at angles of 10 degrees, of value 11·6. The Oldfield proved to be superior in each case. The above are extracts from a report by G. A. Shakespeare, D.Sc., Birmingham, who carried out the tests. With regard to the Oldfield acetylene lighting systems: the gas is generated in a central generator; the new model generator is in galvanised steel embodying strength, durability and efficiency. There are only two loose parts. The carbide is carried in a basket suspended in the lower chamber, and the water-feed is automatically regulated by the pressure of acetylene gas. The basket, being freely suspended, is in constant oscillation during the time the vehicle is in motion, with the result that the used carbide, as it crumbles in giving off the gas, is shaken through the grated bottom of the basket to the base of the chamber. The water feed is augmented or diminished quite progressively. By means of two lugs the generator can be bolted to any vertical panel, or it can be mounted on to the firm's special bracket. To charge this generator it is only necessary to release the cam-locking levers that hold the lower chamber and replace this part after filling the basket with carbide. The lamps are of steel. In the case of head lamps for the commercial vehicle steel is essential because the conditions of their use makes strength and durability imperative. All models are made from heavy gauged metal with solid cast malleable iron bracket, lugs and hinges. The door fastener is of the hinged screw type and locks into a recessed plate—a very efficient device. The replacement of the mirror and front glass is quite an easy operation. The strength and durability of these lamps are exceptional. The flare front models are designed to give sufficient light to illuminate objects close at hand on either side. They are fitted with nickel silver parabolic reflectors which, in combination with Mangin mirror lens, ensure an exceptionally powerful beam of light capable of revealing the state of the road at a considerable distance ahead. Oldfields also supply driving mirrors.

Spiral Tube & Components Co., 47 Caledonian Road, London, N.1. This firm manufactures radiators for all standard vehicles. They have very special facilities at their King's Cross and Derby Works for carrying out repairs to radiators of all types and they have standing arrangements with some of the largest users whereby their radiators are kept in repair throughout the season. They are supplying radiators, they inform us, on contract to nine of the largest makers of commercial vehicles in this country. Particular attention is drawn to the Spiral tube polished aluminium replacement radiator for Fords.

Dominion Rubber Co., Ltd., 47-48 Farringdon Street, London, E.C.4. There is a very extensive range of Dominion tyres for commercial vehicles suitable for every demand. An entirely new tyre is their "U.S." solid, which is available in a range of sizes for all standard rims. This tyre is made of a grainless rubber compound which, it is claimed, will not split nor separate from the band. They supply a semi-pneumatic cushion tyre with a hollow central cavity, which, together with the sectional contour and tread design, gives it pronounced cushioning properties. It is so constructed that when deflected under load the rubber bulges inwardly at the walls of the cavity and thus relieves deformation at the sides above the base band channels. The tread design is made similar to that of the pneumatic tyre and is made of a super-resilient compound and possesses excellent wearing qualities. They also supply a mono-twin tyre described as a semi-cushion tyre and a new Royal cord giant bus pneumatic, available in various sizes.

THE OLDFIELD DE-LUXE PARAFFIN LAMP.



THE OLDFIELD ACETYLENE HEADLAMP.

A SELDEN SPIRAL TUBE RADIATOR.

ROYAL CORD GIANT PNEUMATIC (BUS) TYRE.

Chas. Macintosh & Co., Ltd., Manchester. Very much to the fore this season will be the much-discussed and experimented-with "Cushion" tyres. Of these, the Macintosh N.A.P. tyre, is now famous as the tubeless pneumatic which cannot puncture and which well deserves the excellent reputation which it has built up, of a dependable tyre with remarkable wearing qualities and exceptional shock-absorbing powers, calculated to enhance the springing qualities of the vehicle and ensure smooth running. The fact that this tyre is unpuncturable and will not burst or skid, gives the desired guarantee of safety and the fact that the tyres came unscathed through the severe test accorded to them in last year's Swedish 100 mile test. of motor omnibuses, when the Vulcan bus to which they were fitted was awarded the gold plaque, is sufficient testimony to their efficiency. An in-

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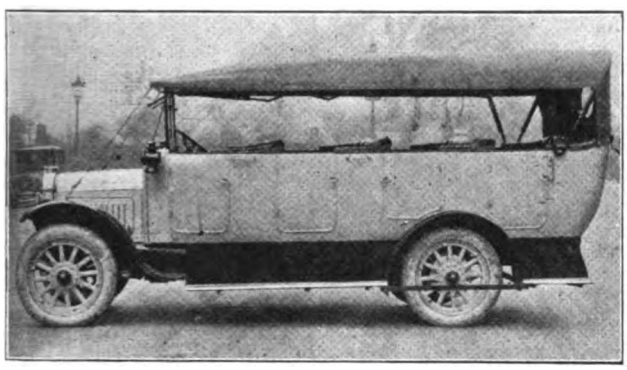
teresting booklet has recently been issued by the manufacturers of the Macintosh N.A.P. tyre, in which are illustrated vehicles in the service of various well-known public bodies, to whom perfection of tyre equipment is an important detail.

Renault, Ltd., Seagrave Road, West Brompton, London, S.W.6. Renault, Ltd., supply five different models suitable for motor coach work, namely: the J.X.1 fitted with a 17·9 h.p. engine (nominal), it has an inverted cone type clutch, a four-speed gear box, cardan shaft transmission, and a bevel drive back axle, the J.X.2 type is very similar to the J.X.1 but lighter and the K.S., K.X. and the M.F. models.

Republic Truck Sales Corporation, 20 Peterborough Road, New King's Road, London, S.W.6. Republic Trucks propose this year to specialise on the 1924 "Model 75" rapid transit chassis, which has a carrying capacity of 25-30 cwt., and on this chassis it is proposed to build a 14-seater coach body. The guaranteed speed of the vehicle is 35 miles per hour fully loaded; and a petrol consumption averaging 18 miles to the gallon. Pneumatic tyres 33 in. by 5 in. are fitted, and the equipment includes an electric lighting set and self-starter. The chassis is fitted with a Lycoming "C.T." four-cylinder engine cast *en bloc;* it has a detachable "L" type head, 3¾ in. bore and 5 in. stroke and develops 22·5 h.p. R.A.C. rating. It has a five bearing crankshaft, full pressure-feed lubrication to main and big end bearings, gear type oil pump and oil pressure gauge on dash, supply valve interconnected to accelerator pedal, giving a higher pressure throughout the system as the throttle opening is increased. The cooling is thermo-syphon assisted by a 15-in. fan. Ignition is by Bosch magneto and the carburetter is a Stromberg and an air cleaner is fitted to the air intake. The radiator has a removable cellular core; transmission is by sliding selective gears giving three forward speeds and a reverse,



THE REPUBLIC MOTOR COACH.

with central control and there are ball and roller bearings throughout. The clutch is a multiple dry disc type. The engine clutch and gear box form a single unit, with three point suspension.

H. H. Hobson, Ltd., 29 Vauxhall Bridge Road, London, S.W.1. Perfect window regulators are amongst the specialities supplied by this firm. It is a mechanical device designed to operate windows with minimum effort, ensure against glass breakage and provide an automatic lock for the window in any desired position. The regulator is manipulated by a handle in conjunction with a locking mechanism, whereby the first movement given the handle, to raise or lower the window, will automatically unlock the window, and a further movement in the same direction will automatically couple the window to the operating mechanism.

St. Helens Cable & Rubber Co., Ltd., Slough, have two specialities which are of particular advantage and service to owners of motor coaches and char-a-bancs. Where the latter are fitted with band tyres, the St. Helens super-resilient solid tyres give a very much greater degree of resilience than that given by ordinary solid tyres. In the construction of the St. Helens super-resilient tyre, a shock-absorbing buffer of soft cushioning rubber is interposed between the tread and the steel band upon which the tyre is built, consequently the passengers in vehicles shod with these super-resilients ride in comfort insulated from road shocks, whilst at the same time the tough rubber tread permits the same amount of mileage to be obtained as if ordinary solid tyres were fitted. They cost no more than ordinary solids, and are a happy medium between the solid tyre and the pneumatic. For motor coaches running on pneumatic tyres the "Everlastic" puncture-resisting inner tube manufactured by this Company, is an excellent proposition, particularly by reason of the safety ensured by its use, and prevention of tyre trouble. It is much thicker than the ordinary tube and has a toughened rubber reinforcement which protects the tread and walls of the cover from punctures and bursts. It also permits of a much lower air pressure being used, thereby adding to riding comfort and giving a greater degree of insulation from road shocks to the chassis and mechanism. This "Everlastic" tube will not blow out of a cut or small burst in a cover, and a considerably greater mileage by their use can be obtained from tyre covers before it becomes necessary to discard them.

James Bartle & Co., Ltd., Lancaster Road, Notting Hill, London, W.11. One of the most noteworthy of the Bartle coaches is the "All-Weather" model to accommodate 16, 19 and 25 passengers. The "All-Weather" model is fitted with Beatonson patent headwork, plate glass side windows, running in a felt-lined channel and operated by automatic raising and locking device. There are two doors fitted at the front, one on each side. The framework is made of seasoned ash, morticed and tennoned together and strengthened with light steel plates and forgings. The outside panels are of best quality auto steel sheets, 20-gauge, with hand-beaten corners and scuttle dash, and finished off with aluminium mouldings. The doors are hung on heavy brass coach hinges and fitted with slam locks, inside and outside handles, dovetails and rubber buffers. The windscreen is the all metal "Vee" pattern with quarter-inch polished plate glass bedded in rubber channels. The top half of the screen is adjustable each side. The seats are arranged in pairs for two persons. The back seat is the full width of the body. The seats are covered in antique pattern leather and the backs in carpet to match. The floor is covered with lino or lin-rubber. Other models supplied by Bartle & Co., are the 30-seater saloon bus and the bulbous type coach fitted with the Bartle hood.

The Dunlop Rubber Co., Ltd., Broad Street Chambers, Easy Row, Birmingham. The Dunlop Company's range of pneumatic tyres meets the requirements of all classes of motor coaches up to the 32-seater type. Both straight side and beaded edge tyres are available, and the company make disc wheels for all sizes of tyres in popular use on motor coaches. The company also has facilities for the rebuilding of wood wheels, and cast steel wheels are also supplied. A special technical staff has recently been created to deal with "conversion" work, and the high quality of the Company's products together with its unique experience in connection with all tyre problems form a guarantee of satisfaction to all motor coach owners availing themselves of Dunlop service. The company's experts are ready at all times to give advice as to the most suitable form of equipment for any service on receipt of particulars as to make, type, and wheel equipment of vehicles.

De Dion Bouton, Ltd., 10 Gt. Marlborough Street, London, W.1. In addition to the model "J.E." De Dion Bouton chassis, described in our last issue the firm asks us to mention that they also manufacture two other types, namely: model J.H. which is suitable for a 14-16-seater body; it has an 85 mm. by 140 mm. bore and stroke engine, a 12 ft. 3 in. wheelbase and is fitted with a lighting set as standard; Michelin disc wheels are fitted shod with pneumatic tyres, single front and twin rear. Model "J.N." is suitable for a 16-18-seater body. It has an engine similar to that on the model J.H.; it can be fitted either with seven 895 by 135 Michelin disc wheels and pneumatic tyres, or five 955 by 135 Michelin wheels and pneumatic tyres, or five 1,025 by 185 Michelin disc wheels and pneumatic tyres; this chassis is also fitted with a lighting set as standard.

Messrs. Bates have recently received the following letter from Messrs. F. & E. Beeden: "We beg to inform you that we have to-day forwarded to you for inspection two of your tyres 1,010 by 120 for 850.

These tyres have been fitted to one of our regular Service Buses and have covered approximately 31,450 miles.

We think this is an excellent record considering the bad roads in this district on which they have run.

We have pleasure in informing you that we have fitted your tyres on our Buses and Char-a-bancs for the past three years and have found them highly satisfactory."

World's Flight on Shell Motor Spirit.—Major Maclaren, who started from Calshot, in Southampton Water, on Tuesday, 25th March, in his attempt to fly round the world in 90 days, selected to run on Shell Aviation Motor Spirit, which was also used in the flights across the Atlantic and to Australia.

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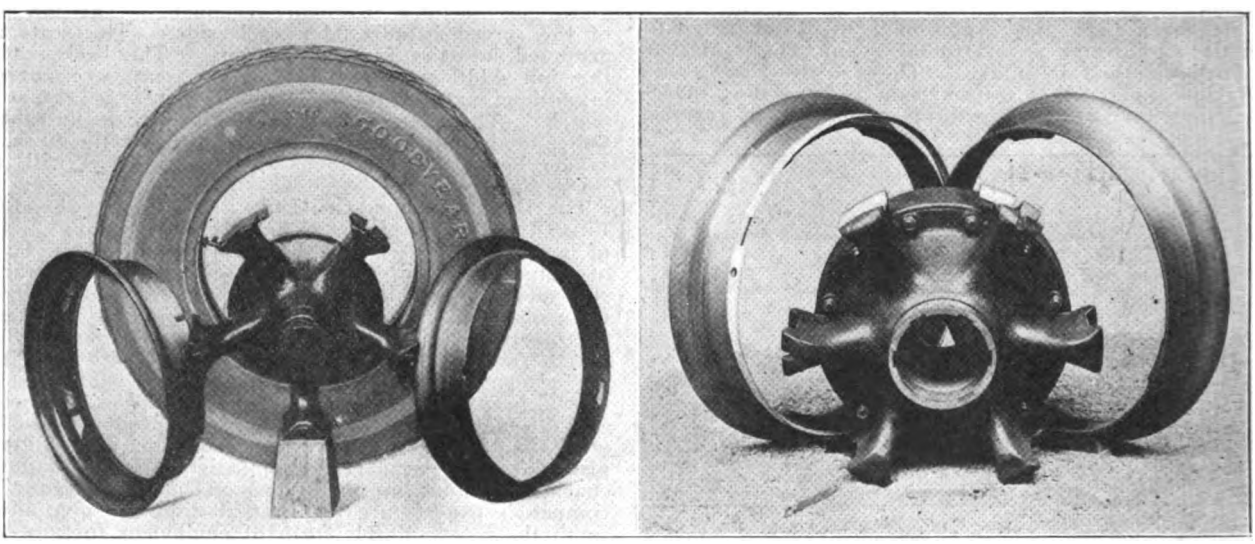
The G. F. Steel Road Wheel.

A SERIOUS objection to the more general use of giant pneumatic tyres for heavy vehicles is the difficulty there is in effecting a roadside replacement. It is an operation attended with some difficulty even in a garage where facilities are available. There are, of course, many types of rims designed for the purpose of reducing the difficulty to a minimum, and one of these, namely, the G.F. Simplex wheel, appears to us to possess special merit. We were recently given a demonstration of this wheel, when we were much impressed by the ease and speed of the operation of changing a giant tyre—the time occupied being well under five minutes, with little or no muscular effort. The G. F. Simplex wheel is of cast steel and of extremely simple construction. The casting consists of the wheel spider only, as shown in the photograph; the rim is in two sections, also shown in the photograph, and there is a bayonet locking device, by means of which these two sections are secured to the spider and the air pressure within the tyre is brought to bear on the rim and wheel spider in such a way as to provide rigidity and security. Purely as an extra safety device, three security pins form an auxiliary connection between the rim and the wheel spider and automatically come into action in the event of insufficient air pressure. The security of the wheel is not dependent upon bolts, nuts, clamp plates, locking rings or side rings. The component parts of the G. F. Simplex wheel are limited to seven, namely: one wheel spider, two galvanised half rims, three security pins of aluminium, and a packing ring for insertion between the two half rims. The wheel spider is extremely light. The manufacturers state that, according to size, the G. F. Simplex wheels weigh from 200 to 600 lbs. less than wheels with solid tyres. The principal features of the wheel are reliability, light weight, absence of complicated parts and easy manipulation. We understand that practically all the leading commercial motor vehicle manufacturers in Great Britain have expressed themselves as being very satisfied with the results of trials they have made with this wheel. For further particulars application should be made to Mr. F. S. Carson, 27 Upper Thames Street, London, E.C.4.



SHOWING COMPONENT PARTS OF THE G. F. PATENT SIMPLEX WHEEL.

Redline Motor Spirit.—The proprietors of "Redline" Motor Spirit announce that the name of their Company has been changed from the Union Petroleum Products Company, Ltd., to the Redline Motor Spirit Company, Ltd. The sole reason for this change of name is that the Company may be identified more closely in future with the brand of Motor Spirit which it is at present marketing. No alteration whatever has been made in the constitution, management or policy of the Company.

F. W. & R. A. New Members.—The following firms have been elected to membership of the Furniture Warehousemen & Removers' Association: Messrs. Joseph Jackson, Station Road, Westgate-on-Sea; J. W. Dewhurst & Co., Ltd., Coronation Street, Blackpool.

Blackpool Coachowners' Association.

Annual Dinner.

THE good relations that exist between the Blackpool and District Char-a-banc Owners' Association and the local Watch Committee were the subject of favourable comment at the annual meeting and dinner of the Association held on March 13th, at the Silver Grill Cafe. Councillor J. Leavesley presided.

Mr. H. Hardman, the hon. secretary, presented the Committee's annual report which referred to the Watch Committee having again sanctioned public stands, with extended privileges. The fact of being able to put more than one char-a-banc on the stands last year proved a boon to many proprietors. The Committee in some instances had suggested to the Watch Committee that stands which were unsatisfactory, from a loading standpoint, should be moved to better positions. With one exception all the Association's suggestions were approved. It was mentioned that last year the President gave evidence before a Select Departmental Committee of the Ministry of Transport in regard to framing new laws and regulations for char-a-bancs. Although the report of the Committee's findings could not be made public on account of its confidential nature, the conclusions were more than satisfactory, and the Committee was of the opinion that public stands would in all probability be legalised by the Government as a necessity for the public good.

The Association felt honoured by the Blackpool Corporation by being asked to assume the responsibility for the arrangements for parking grounds for incoming traffic during Carnival week. The large volume of traffic was handled expeditiously.

The President, Councillor J. Leavesley, spoke of the Association's intervention in the controversy over the closing of certain roads in St. Annes to heavy vehicular traffic. The corporation wanted the privilege of running their own buses on certain roads but at the same time they wanted to preclude members of the Association, as owners, from using the same roads. In consequence of the diligence of the Association's officials and their desire to watch the interests of their members, a public enquiry was to be held by the Minister of Health at St. Annes in the near future. Preparations were being made for that enquiry to be held in three or four weeks time.

The officers for the ensuing year were elected as follows:—President, Councillor James Leavesley; vice-presidents, Messrs. J. W. Dewhurst, J. E. Taylor, and J. W. Horsfall; committee, Messrs. Albert Hodge, R. Marshall, V. Standerwick, J. Hill, E. Butterworth, H. Milner, D. Roberts and J. Lucas; hon. treasurer, Mr. J. Stead; hon. secretary, Mr. H. Hardman.

Portuguese State Railways.—The tariffs on the State Railways have been increased a further 300 per cent. above pre-war rates representing a total increase since the war of 1,000 per cent. This increase does not apply to goods of prime necessity on which the tariff is advanced to 500 per cent. instead of 300 per cent. above pre-war rates.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

C.M.U.A. Officials.—The Committee of the Liverpool C.M.U.A. held a meeting at the office of the secretary, Mr. C. R. Whitnall, Liverpool, on Thursday (March 13th), when the following officers were elected for 1924:—Chairman, Col. B. Fairclough (Jas. Fairclough and Sons, Ltd., Warrington); Vice-Chairman, Mr. N. Barker (R. and N. Barker Transport Co., Ltd., Liverpool); Hon. Treasurer, Mr. F. G. Birch.

May Parade of Horses.—The Liverpool May parade of horses will take place on Saturday, May 24th, Empire Day. At a meeting of the Parade Committee held at the Town Hall, on March 18th, the Lord Mayor was elected patron. Alderman W. Muirhead said that during the year the horse had come into its own to a large extent. Experience had shown that for dock work and short journeys to and from warehouses the horse was more economical than motor wagons. Recently a proposal had been made in London that the horse should be taken off the streets altogether. The community would, he was sure, view any such step as a piece of monstrous tyranny, and both horse owners and carters would resent it (hear, hear). An honour had been done to Liverpool by the Shire Horse Society in inviting the cart owners of the city to show what the horses of Liverpool could do in London. The horses from Liverpool had done splendidly. Two horses had pulled a load of 18 tons, 10 cwt. without the slightest difficulty, and one horse had actually moved, without difficulty, a load of 14 tons, 10 cwt. It should be recognised that the Shire horses of Liverpool were the best in the world (hear, hear). The Lord Mayor remarked that the May Parade was not only an incentive to owners and their men to give adequate attention to their horses, but it afforded great pleasure to the children of the city. As became a progressive city, Liverpool was out to beat all records in the matter of May parades. Alderman Muirhead was re-elected president of the parade, Councillor H. M. Miller, vice-president; Alderman John Edwards, hon. treasurer; Mr. George Bowles, hon. auditor; Mr. Thornton Jones, hon. secretary; and Mr. R. B. Neilson, chief steward.

Shipping and Forwarding Agents.—Shipping and Forwarding Agents report a better tone in trade, but state that there has been no appreciable increase in the amount of traffic handled during the past month. A considerable number of enquiries were made during the latter part of March for bunker coals, and values were very dear and firm, in view of the threat of the coal strike. The American freights from U.S.A. to U.K. have been advanced from 30 cents per cubic foot to 40 cents and from 60 cents per 100 lbs. to 75 cents. The freights on Westboard bound traffic, which is not very great, remain practically unchanged.

Wagon Hire Rates.—Attention has been given by the Liverpool and District Short Cart and Motor Owners' Association to the question of daily rate for motor and steam wagon hire. After thoroughly discussing the matter in all details, it was decided that the matter should stand over until this month by which time the Association would know the result of the employers conference concerning the wages of motormen. The following new members have been elected into Association membership:—Messrs. B. Milne and Sons and Mr. A. Schofield. A letter having been received from the motormens' Union regarding the driving of six-wheeled vehicles, it was felt that as this was a matter that did not concern all the members of the Association, the owners of six-wheeled vehicles should arrange a meeting with the delegates of the Union.

Motor Coach Rates.—Although the motor coach season has yet barely commenced, already numerous complaints have been made of much unnecessary competition in the matter of rates. The Blackpool rate has now become stabilised at something like 7/6 for the return journey, but cases have been heard of where owners have intimated their willingness to do the journey for as little as 5/-. Bearing in mind the fact that this is a 90-mile journey, it will be seen that the rate is by no means a very sound one. There have been several enquiries for private party work but not much business has been placed, although for the Whit holidays, some owners have concluded acceptable contracts.

Service Motor Coaches.—Collingwood Motors, Ltd., of Liverpool, who operate a fleet of 28-seater Daimler coaches, have now completed their arrangements for their daily service coach outings from Liverpool. This company were the pioneers of daily motor coach services from Liverpool, and each year they have extended their organisation. The Blackpool daily service is to commence on April 17th; the Buxton, Macclesfield and Knutsford daily service from June 1st, and Southport daily service from June 1st. From March, however, the company has been running a few preliminary tours and from March 26th, there have been outings each Wednesday, Saturday and Sunday to Blackpool, and also three times a week to Southport. It is intended between the period of May 31st and September 28th to run coaches each Saturaday and Sunday to Blackpool, and also three times gollen. Fares are practically the same as last year, being according to the following schedule:—

REGULAR SERVICE FARES.

	Mileage.	Return Same Day.	Single	Long Date. Return.
Blackpool	90	7/6	6/6	9/-
Buxton	100	9/-	7/6	12/-
Macclesfield	80	7/6	6/6	10/-
Knutsford	56	6/-	5/-	9/-
Llangollen	80	7/6	6/6	
Corwen	100	9/-		
Southport	40	4/-		

Local Safety First Council.—An influentially composed conference has been held in Liverpool, when it was decided to form a Merseyside Area Council of the National "Safety First" Association. The various local authorities were represented, as also were transport companies, trade unions, and commercial undertakings, so that the new Council starts its work under the best of auspices. That that work is necessary needs no further evidence than the fact that, as reported by the Chief Constable, street accidents in Liverpool last year averaged seven a day, and involved 63 deaths during the twelve months. Following the public meeting which resolved to form the "Merseyside Safety First Association" to co-operate with the National Safety First Association, the first meeting of the representatives of public bodies, representatives of industrial concerns, and experts appointed, was held at the Municipal Offices on March 26th. The Acting Clerk (Mr. Howard Roberts) said the Provisional Committee were empowered to add to their number. The public authorities and industrial companies for twenty-five miles round and the general community were to be appealed to for funds.

Birkenhead Road Transport Association.—At the March meeting of the Birkenhead Road Transport Association held on the 17th of March under the chairmanship of Major Ormrod reference was made to the tragic death of Mr. W. H. Adams, the local representative of the Liverpool Carters' and Motormen's Union. Mr. Adams died after being knocked down by a motor cycle. A sincere vote of sympathy was passed with Mr. Adams' family. Attention was drawn to the number of outstanding subscriptions, and it was decided to make personal application for these.

Wallasey Cartowners.—A number of Wallasey Cartowners during recent weeks have been rather concerned at the competition they are experiencing from outside contractors. A complaint has gone forward to the appropriate organisation at Birkenhead.

Warrington C.M.U.A.—Speaking at the fourth annual meeting of the Warrington Committee of the Liverpool Area of the Commercial Motor Users' Association, Colonel Brereton Fairclough, who presided, reviewed the year's progress. Legal defence had been debated at meetings all over the country and it was satisfactory to know that the present scheme had its birth in the Warrington committee. Although the Liverpool Water Engineer was the first to formulate the adopted scheme for the supply of water to steam wagons and which was at present working in that city, Warrington men had helped to further it. Warrington, too, would be the second town in the county to instal the new roadside tanks. The committee's efforts to get the swing bridges at Sutton Weaver and Weaverham altered promised to be rewarded with success before the end of the present year. The committee had tried to impress upon the Town Council the need for parking places for heavy vehicles in the borough. They would continue their agitation, because they believed that such places would be appreciated by local users as well as by outsiders. Colonel Fairclough congratulated the committee on having secured 35 members in Warrington and pointed out that the time was coming when their town would be the centre of an area, and he wanted to see that area the best represented part of the country. Colonel Fairclough was re-elected chairman, Mr. Watson was re-elected vice-chairman and Mr. A. C. Bloomer (Messrs. J. Crosfield and Sons) the hon. secretary. The committee was appointed as follows:—Mr. C. W. Carter, Mr. S. Carter, Mr. J. E. Cross, Mr. J. Dolan, Mr. H. Milling, Mr. J. Muskett, Mr. S. Payne, Mr. R. Schofield and Mr. A. Simkin.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Manchester Traffic Congestion. — The motor vehicles passing through Manchester and performing cartage services in the City seem to be on the increase despite the fact that trade is below normal, and one cannot help wondering when the Corporation will take seriously to heart the traffic problem in the City which becomes more and more acute as time goes on. The Traffic Census of 1922 revealed the fact that upon route A.6 (London-Manchester-Carlisle) the average daily weight of motor vehicles passing through Manchester was 3,000 tons, and to this must be added the thousands of tons moved from point to point within the City. The City Officials stated in reports as far back as 1914 that certain of the big arterial roads had reached the limit of their traffic capacity, but the vehicles on those roads have increased by thousands.

Proposed Tube System. — The City Council has been constituted *en bloc* a special committee to consider the feasibility of a tube system for Manchester, and it is anticipated that a complete investigation from every aspect will be made within the next few months. Alderman Bowie, the promoter of the scheme on this occasion, feels that his third attempt may result in something definite being done to relieve the traffic congestion in the city. Details are, of course, not available in any form, but the opinion amongst traffic experts and engineers is that provided the money can be raised and a system of co-operation with the railway companies can be devised an underground means of transit would be a great boon to the city. It is hoped to give information from time to time through this column as the deliberations of the committee are available.

A New Manchester Road.—The Ministry of Transport has sanctioned the construction of a town-planning road in Withington, Manchester. The road, which will be 60 feet wide, will start from Princess Road at Old Hall Farm and run due west until it links up with Mauldeth Road West, less than a mile distant. It will serve to open up the agricultural land on which the Housing Committee intends to erect 500 houses.

Association Members and their Duty.—Since the depression in Trade experienced in recent years one has heard complaints regarding Members of Associations in both Manchester and district who have received service but failed to pay their subscriptions, and apparently it is intended to take proceedings against all Members of Associations who have not paid their subscriptions currently or given notice in writing of their resignation. A case illustrating the necessity for Members to realise their responsibility came before Judge Mellor at Manchester County Court on 11th March, when the Amalgamated Horse and Motor Owners' Association, Ltd., 323-7 Corn Exchange Buildings, Manchester (which is the responsible organisation for road transport in the South East Lancashire Area), sued William Hayes, of School Lane, Didsbury, a motor haulage contractor for £5/5/0, being two years' subscription and levies on one motor car. Mr. T. A. Needham explained that the Association was a Company registered under the Companies Act and was really a Trades Union formed for the mutual protection of its Members being entirely worked on funds derived from subscriptions and levies. By the rules Members were compelled to give three calendar months' notice in writing to the Secretary of intention to resign. Defendant had failed to do this but refused to meet his liabilities and in Court denied that he had received a copy of the Rules and was under the impression that if he did not rejoin the Association he need not pay. Judge Mellor made a very pointed reply as follows: "Look here, you don't want me to call you a fool, do you? You knew how this Association was worked in your interests. It is easy to say you have not received a copy of the rules, but that does not clear you. This sort of Association could not carry on if everybody worked in this way. There must be an order for the full amount with costs.

Wages in the Road Transport Industry.—Applications for increased wages for all grades of Transport Workers have been made by the United Road Transport Workers' Association of England and the Transport and General Workers' Union, and as these affect the whole of the firms using road vehicles in Lancashire and Cheshire, it is anticipated that a decision will not be reached by the employers immediately in view of the fact that the Agreement at present existing provides for increases and decreases in accordance with the Board of Trade Index Figures as to cost of living. Probably meetings will be held on the matter during April.

North East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Railless Traction.—The West Hartlepool Corporation trackless trolley bus system, over the Foggy Furze route, which was previously worked by tramcars, has been commenced, and is giving particular satisfaction. Indeed, so gratifying are the results so far, that already suggestions are being advanced that other existing tram services in the town should, as the tracks become worn out, be substituted by railless cars.

New Bus Services.—Darlington, known the world over as the cradle of railways, is rapidly becoming one of the most important motor bus centres of the North, and few months pass without some interesting addition to the already comprehensive network of services which radiate from the town. The latest is one linking up Aycliffe, some five miles distant. This has been commenced by the Vulcan Motor Services (Ltd.), Darlington.

Haulage Matters.—The haulage trade does not yet show much sign of sustained improvement so far as the North-East Coast neighbourhood is concerned. Probably the outstanding feature of the month has been the granting of a 3/- per week advance.

Road Passenger Transport Developments.—The latest programme of prospective developments and extensions announced by the Northern General Transport Co., Ltd., indicates that they are very much alive to present-day requirements so far as road passenger travel is concerned. The company operate over 120 miles of bus routes round Tyneside and in North Durham, and are shortly instituting new services which will considerably augment this total. Quite the most ambitious portion of their scheme has reference to the Wearside district, where they have just completed the construction of a handsome new garage in Holmside, a leading business thoroughfare of Sunderland, and from which in future their Wearside services will be operated. Already they run services from Sunderland to South Shields, Chester-le-Street, and Durham, and during the month they have obtained sanction from the Watch Committee for the licensing of an additional 30 omnibuses for work in the district, for the purpose of opening up further areas. One proposed new route is from Gateshead to Sunderland and thence down the coast of County Durham, by way of Ryhope, Seaham Harbour, Seaham Colliery, and ending at Easington Lane. The total mileage is 23 miles single journey, and the portion between Gateshead and Sunderland should be a particularly interesting experiment as hitherto there has been no direct bus line between Tyne and Wear, despite the vast network of routes which surround both places. The garage will include excellently equipped workshops, stores, inquiry offices, and in addition a waiting room for the convenience of travellers, this being a line of action to which the Company are paying special attention at present. Another garage is to be erected at Consett, and the Chester-le-Street establishment, from which the industry was matured, is to be extended greatly. Another new service is that joining up Consett and Blackhill

Carlisle Bus Routes.—Despite its importance as a railway centre, there are many districts in the Carlisle neighbourhood which are proving remunerative to local bus proprietors, and one of the most recent additions to the services radiating from that city is one to Dumfries, via Gretna and Annan. This has been inaugurated by the Farraulder Services, which is controlled by Messrs. Farrar and Faulder, and already the patronage received has fully merited the opening of the route.

A New Tyne Bridge. — Motor users are strongly in favour of the proposed new bridge to span the River Tyne being proceeded with at the earliest possible moment. The proposal is to build a new bridge from Pilgrim Street, Newcastle to High Street, Gateshead, and to transfer the tram lines to this, leaving the High Level Bridge free for other vehicular traffic. At a recent meeting of the North of England Committee of the C.M.U.A. and the R.A.C. at Newcastle, the matter was very extensively discussed and the projected new structure was heartily approved.

Delays in Rail Transport. — Northern traders raised serious complaints regarding delays in transport on the railways at a meeting of the Railway Committee of the Newcastle Chamber of Commerce, the allegation being that there was a great amount of delay at points at which one railway company handed over to another. Mr. A. E. Millard, of Messrs. Robson and Sons, furniture removers and contractors, of Northumberland Street, Newcastle, declared that rail transit on railways had become worse than ever during the past few months.

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Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Passenger Licence Anomalies.—Surely the time has arrived when there should be some sort of standardisation in the requirements of local authorities granting licences to ply for hire in the various districts. It is no unusual thing for an owner to be called upon to have certain vehicles approved by a number of authorities, and with the varying requirements which are insisted upon before some authorities will grant licences there are many difficulties to be faced. A mishap of any sort is an excuse for an authority to put in a new condition. The fear of fire, for instance, has the result that the authority in whose district a fire occurs calls upon bus proprietors to provide rear exits to the buses, and this, altogether at the expense to the individual owners. Where competition is keen the authorities impose more regulations. One local authority in the West Riding has made some unusual conditions to the proprietors of services serving their town. The first one is that each firm shall frame a satisfactory time table, and the second is that the licences shall only be granted subject to the vehicles being fitted with pneumatic tyres. Finally they bluntly intimate to one of the rival concerns that they consider their buses are too heavy and ask them to run smaller vehicles on the route. With competition on the route the proprietor has no argument to use against the Council.

Coach Season Prospects.—Coach owners have so far taken a very cautious view of what is going to happen. during the coming season and, as yet, there have been very few indications made to the public that their patronage was to be sought. The coaching season starts later in the North than in the South of England, but surely it is a mistake not to announce plans in advance, and to pave the way for the opening of the season. The railway companies have already put out announcements of excursions which will be a foretaste of what they will offer as the weather gets better, and this will certainly give people an indication of the facilities to be offered and turn their thoughts in that direction at the proper time. It is undeniable that these facilities can be offered by the railway companies without additional expense beyond the advertising, but the trouble will certainly be well repaid later in the season as coach owners will find if they attempt to seek the favour of passengers at the last moment. How many coach owners have realised the possibilities of the Empire Exhibition in connection with the season's trade.

Canal Profits Reduced.—At the half-yearly meeting of the Leeds and Liverpool Canal Company, held at Leeds, it was reported that the toll receipts showed a decrease of about £3,000, compared with the previous half year, and the Chairman (Mr. Arthur Harris) said in view of the fact that general trade, especially in their district, had been unusually restricted this was hardly surprising. There were signs of improvement this year, but industrial conditions were so unsettled that the future was most uncertain. The report and accounts showed that the amount of net profits on the year's working available for distribution was £17,910. A sum of £29,460 had been credited to the capital expenditure account being the difference between sales of land and property and capital expenditure during the half year. The sales included the company's proportion of the amount realised from the Bradford Canal.

Work on the Roads.—A good deal of experimental work is being carried on in connection with road construction, and it is interesting to note that new ideas are being taken up in the West Riding, and enterprise recognised. The rubber road in Bradford made from bricks cut from solid rubber tyres is a case in point. The work is now completed and the road again in regular use. At Keighley steps are being taken to lay down a brick road which will be one of the first in the North of England although extensive experiments have been carried on in the United States in connection with this kind of surfacing, which is considered to be particularly suitable for heavy motor traffic. The bricks will be laid between sections of test road surfaced with nidged granite and with rock asphalt. A novelty so far as road machinery is concerned was seen at work in Leeds recently when a demonstration was given of a machine made by Messrs. B. Johnson and Son, of Leeds, for breaking macadam and cement used in road surfaces. The machine, which can be used by one man, moved macadam and cement 9 ft. in length and 18 inches across to a depth of a foot in about five minutes.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—Trade in the Midlands does not appear to have extended very considerably during the past month, but the ground gained in the previous month has been held. Motor car, lorry and motor cycle manufacturers all report good business, and some of the motor car manufacturers are working night shifts. Motor coach proprietors have now got their vehicles ready for the season.

The Northern and Western Motorway.—The promoters of the Northern and Western Motorway have been carrying out some active propaganda work in the Midlands recently, and Lieut.-Col. J. H. Forrester Addie, vice-chairman of the promoters, has addressed several meetings in Birmingham, including delegates from the C.M.U.A. and R.I.A. and the Warwickshire, Worcestershire, Staffordshire and South Derbyshire branch of the Surveyors' Institute. At the meeting of the latter Col. Addie referred to the need for good internal means of communication, and quoted figures showing how motor transport had developed on certain main roads in the North, where from three quarters of a million tons in 1913 an advance had been made to 9¼ million tons to 1922. He pointed out also that the cost of upkeep of roads had risen to such heights as to be a burden on the unfortunate ratepayer and as a remedy it was proposed to build motorways which will be toll roads available only for motor traffic and on which such traffic would be attracted by reason of cheapness and safety in running and in costs. Col. Addie then went on to describe the Coventry to Salford section, plans and details of which were now ready, and concluded by saying that the proposal as to tolls was to charge the commercial user ½d. per ton mile. The Chairman, Mr. L. O. Matthews, threw out a suggestion that instead of such projects being left to be dealt with in a haphazard manner by private companies, some central authority composed of people experienced both in road construction and various forms of transport should be constituted to investigate the whole problem. He also expressed the opinion that the proposed road was not likely to affect, to any great extent, the cost of upkeep of existing roads. At a meeting of the Midland Division of the C.M.U.A. and the Midland branch of the R.I.A., Col. Addie put forward much the same remarks, but he apparently was unable to make any converts in regard to the scheme, which the members of these bodies look upon as unlikely to pay its way, because, as one speaker responsible for a very large number of transport vehicles pointed out, a toll of only one farthing per ton mile, which was the figure Col. Addie suggested at this meeting, would mean an additional 2d. per mile in their running costs, which he could not conceive would be saved by using the motorway. Numerous other objections to the roadway were raised, from which it was very evident that the meeting as a whole, including a number of road surveyors who were present, was not at all in favour of the scheme.

Commercial Motor Users' Association. — The Annual General Meeting of the Commercial Motor Users' Association was held at the Chamber of Commerce on Thursday, March 28th, when Mr. E. S. Shrapnell-Smith, O.B.E., President of the Association occupied the chair. The question of holding a vehicle Parade this year was remitted to the first meeting of the new Committee. The work done by the Midland Division of the Association during the past year was briefly set out in the Annual Report and includes a number of matters affecting the welfare of commercial motor users generally. The first issue of the new Quarterly Journal was handed to those present at the meeting and members expressed their appreciation of this innovation. The President addressed the meeting and touched on the subject of taxation, mentioning that it was hoped, as from the first of July next, to succeed, in conjunction with other bodies, in securing various improvements as part of the Finance Bill, that there should be surrender values in respect of licences held for vehicles which could not be used, that there should be improved facilities for monthly licences, and so on.

Roads Improvement Association.—The Annual General Meeting of the Midland Branch of the Roads Improvement Association was held in Birmingham, on Thursday, March 28th, when Sir David Davis was elected President, and Messrs. H. H. Humphries, C. F. Gettings, J. Moncur, D. H. Brown and J. M. Burman, M.P., were elected Vice-Presidents. The Annual General Report of the branch was submitted to the meeting and unanimously approved.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

A Nasty Spill.—Mr. T. W. Padgett, to whom the Hull Carting Agents' Association and its members owe so much, has been the victim of an unfortunate accident which has kept him from business for more than a month. Mr. Padgett was cycling in the centre of the city when a two-seater motor car ran him down. Although no bones were broken one of his legs was badly injured and he also suffered from shock. Happily he is now approaching recovery. Mr. Padgett is an old and experienced cyclist. Would that some motorists exercised half the care he does in riding. There would be infinitely fewer accidents.

Carters' Wages.—About 1,200 Hull men are stated to be affected by the demand of the Transport and General Workers' Union for an increase of 5/- a week, with a proportional advance in the overtime rates. This demand has been made to the whole of the employers of Yorkshire, and conferences have taken place at Leeds. Whatever their leaders may say, the carters and motormen of Hull do not appear to be taking a very active part in the matter. A "mass" meeting held on a recent Sunday morning with a view of strengthening the hands of the officials who were to meet representatives of the employers in conference two days later, was attended by less than a score of men.

A Needed Improvement.—Carters and carriers generally approve of a scheme, which has just received the approval of a committee of the House of Commons, for the making of a new street from the junction of Beverley Road and Spring Bank to the Paragon railway station. The Corporation estimate the cost at £282,000. The new street will cut through a lot of old property, largely of the tenement kind, and will give the north-western district of the city a direct line of access to the railway station that it badly needs. Motor buses and char-a-bancs plying to Beverley and other places outside the city will find their running much expedited when the street is made.

Free Rides.—Whilst some members of Parliament are agitating for free railway passes some members of the Hull City Council are making a similar request for free travel on the Corporation tram cars and buses. This request comes wholly, if not entirely, from the Labour members. The tramways Committee have decided to gratify their desire so long as their journeyings are on Corporation business. This would be interpreted to include rides to and from the Guildhall when attending meetings. Those members desiring to avail themselves of the privilege will have to apply at the tramway offices for a book of tickets, and their acceptance of them will imply an honourable undertaking not to use them for private purposes. The proposal has not yet been approved by the City Council. Indeed the majority of members, judging from their expressions of opinion, regard it with disfavour.

Tram Standards.—Having regard to the great increase in the amount of traffic on the roads of the city it is satisfactory to find that the Corporation, in relaying the tramway track along the various routes, are abolishing centre poles and substituting span wires from standards erected on the edge of the pavements. When the centre poles were adopted it was believed they would be of use in keeping the general traffic to the proper side of the road but experience has shown that they have been of very little use in that respect but a source of obstruction and danger.

A Unique Case. — Brief reference was made in this column a month ago to a decision in the Hull County Court, in which Judge Head held a motor bus company responsible for damages sustained by a girl passenger in falling into a ditch after she had alighted from a bus on a foggy night. His Honour in awarding the girl £20 against the Anlaby Motor Bus Company, Ltd., said that he did not know if there had been another case of its kind in England, and it was certainly unique so far as the circumstances were concerned. He held that a contract was made when the girl asked to be put down at a certain point, or else there was an implied term in the contract that if she was not actually carried to that point the conductor would give her reasonable directions so that she could get there safely. The damages she suffered were the natural and probable result of the breach of contract on the part of the defendants. Leave to appeal was granted.

Appointment. — Mr. H. Allaway has been appointed the London and North Eastern Railway Company's Continental Traffic Manager, Northern Area, with headquarters at Hull. He is well known in the port as the manager of the Hull and Netherlands Steamship Company, which is owned by the railway company. Nearly twenty years ago he was appointed Continental Traffic Agent, at York, the headquarters of the North Eastern Railway Company, and during the occupation of that post re-organised and increased some of the Continental services.

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Nottingham Chamber of Commerce Haulage Contractors' Section.—At the Annual Meeting of the Chamber of Commerce held at the Exchange, Nottingham, the Chairman, Mr. A. W. Shelton, said that the Railway Companies desired that the Nottingham Chamber of Commerce—with its Transport Department—should cease control in that direction. The Council had already had an opportunity of giving expression, which they did in no unmeasured terms, to their views on that particular subject. He was bound to say everyone who had spoken to him on the matter had expressed warm admiration for the extremely valuable work of the Road Transport Department. It conducted its business on fair lines, easy packing, quicker transport and less risk of loss; and he ventured to say that it would be a distinct disadvantage if the Road Transport Department of the Chamber of Commerce were to cease to exist in its present capacity. It had done splendid work, particularly during the recent railway strike, and he was assured that the volume of traffic carried during that period was something like four times the enormous amount in normal times. The annual meeting of the haulage contractors took place on Monday, March 17th, 1924. The retiring chairman, Mr. J. V. Dakin, was warmly thanked for his services during his year of office, and a special tribute was accorded to the Transport Manager, Mr. W. Donaldson Wright by all the members of the section.

The North Midland Transport Board.—At a meeting of both sections (employers and employees) of the North Midland Road Transport Joint Board, with Mr. C. Davenport in the chair, held at Nottingham on March 3rd, 1924, an application was considered from the employees for an increase in wages of 5/- per week for all grades of adults, and 2/6 for all youths who are engaged in the transport industry in the North Midland area. On the proposition of Mr. G. H. P. Dalgleish (Motor Transport Employers' Federation) and Mr. J. E. Corrin (Transport and General Workers) it was resolved that an increase of 2/- per week for adults be agreed upon, to take place on the first pay-day after March 3rd, and that a sub-committee consisting of three members from each side be appointed to reconsider the wages paid to youths under twenty-one, and further to revise the existing schedule upon the basis of the rate which will be paid when the 2/- for adults is conceded. The sub-committee was appointed, as follows:—Messrs. G. H. P. Dalgleish, J. V. Dakin and A. J. Horner representing the employers, and Messrs. W. Adkin, A. Henderson and J. Martin, representing the employees. Another sub-committee, consisting of four members from each side, was appointed to consider what steps could be taken to ensure payment of the standard rate of wages by employers.

Personal.—Mr. H. J. Kebbell, who for 20 years has been manager of Messrs. Whitbread & Co.'s local branch and had charge of his firm's transport arrangements, has left the city to go into business at Norwich. He was held in very high esteem by many firms working in conjunction with Whitbread's delivery arrangements, and at a farewell gathering at the Arboretum Rooms presided over by Mr. Granville Sharp, General Manager of Messrs. Whitbread & Co., presentations were made to Mr. and Mrs. Kebbell from the staff of Whitbread & Co., Pickfords Ltd., and friends. A very hearty expression of goodwill and hope for success was extended to both in their new venture.

At Stretford Urban District Council the inspector stated that he had inquired into the matter of unsightly advertisements displayed at certain motor garages and reported adversely in four cases. He was authorised to interview the owners of the four garages.

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Ilkley Town Council has asked its Licensing Committee to deal with an application from Traffic (Wharfdale), Ltd., for a permit to ply for hire with a second motor bus between Ilkley and Skipton.

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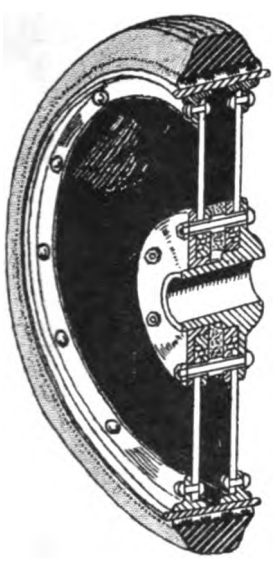
Shrewsbury & Challiner Disc Wheels.

THE development of the wheel, if traced back to its earliest inception would, no doubt, form a romance as interesting and just as important as any other creation of man in the progress of civilisation. To the average person the wheel seems a simple affair though, in point of fact the wheel has been a very worrying consideration to those responsible for its design ever since vehicles were constructed for transport purposes.

Railway carriage builders soon discovered that carriage wheels were one of the weakest component parts of the vehicle and for years there continued to be plenty of room for improvement. A very advanced stage towards perfection has now been reached, but investigation still continues.

The motor vehicle brought with it another crop of wheel troubles demanding most careful consideration, and engineers are still busy designing and experimenting. The disc wheel appears to be one which is meeting modern requirements more nearly than others and is growing rapidly in popularity. The difficulties of designers of this type of wheel, particularly for heavy vehicles, have been countless, but success now appears to be within reach.

Messrs. Shrewsbury & Challiner claim to have successfully solved the disc wheel problem. They have been carrying on experimental work for years and it is not surprising that they hold a first-class reputation as wheel-makers. The Shrewsbury & Challiner wheel is built up of mild steel and consists of two discs, two T rings, and a binding rim. The connections between each component part are practically rigid, obtained by the calculated resistance under tension when the component parts of the wheel are in contact. The required tension is obtained by putting the wheel under compression—the degree of which naturally varies with the size and form required. In some instances wheels have been dispatched for service, carrying a circumferential compression of 120 tons; this compression is the result of contraction after the rim has been fixed and only varies slightly with atmospheric conditions. So binding is the effect of this compression that no other method of fixing the rim is necessary. The T rings, together with the discs, are calculated, in the cross sectional area, to balance the contractile force to the degree required in each instance. The final result of the contraction is the formation of pockets across the binding rim into which the T rings are securely bedded. The wheel is supplied in all sizes for both solid and pneumatic tyres and is made ready to receive owners hubs. Two annular plates form the housing for the artillery hub, and when the hub is pressed in position the wheel discs are drilled and secured with flange bolts in the usual way. The resistance of the annular plate is less than the hub, so that the annular plates under pressure of the hub extend and lock to the bore of the two main discs. The advantages of this type of wheel are strength, and immunity from loose rivets, and by reason of its always being under tension it assists the tyre in its resilience thus adding speed of recovery, and at the same time it is easy on the tyre and increases its life. In conclusion it should be mentioned that the Shrewsbury & Challiner disc wheel can be fitted to existing artillery pattern hubs. The name and address of the firm is Shrewsbury, S. T., & Challiner Tyre Co., Ltd., Ardwick, Manchester.



THE SHREWSBURY & CHALLINER DISC WHEEL.

Spencer Moulton Developments. — Messrs. George Spencer Moulton & Co., Ltd., have recently considerably enlarged and improved their factory dealing with the manufacture of solid and pneumatic tyres, and are, therefore, able to offer a better service than ever. They are also supplying steel disc wheels, 32 in. by 4 in., fitted with super-resilient tyres, for Ford 1-tonners, at £17/14/6 per pair, subject to trade discount. These super-resilient tyres are now listed at the same price as ordinary solid band tyres. The company's Dumbell Cord Cover has become a greater favourite than ever. Enquiries should be addressed to George Spencer Moulton & Co., Ltd., 2 Central Buildings, Westminster, S.W.1.

London Shipping & Forwarding Agents' Conference (Incorporated).

AT a meeting of several firms interested in the foreign shipping business, held at the London Chamber of Commerce, on 19th January, 1897, the London Shipping and Forwarding Agents' Conference (Incorporated) was founded with the objects of giving to those engaged in the shipping and forwarding business in London, an opportunity of meeting to discuss and consider matters affecting their particular interests, and for united action in cases where any serious questions are involved; also Public questions at home and abroad, affecting the general welfare, the action of Customs Authorities, Dock Companies, Post Offices, or Consular Services.

To communicate with other Conferences, Chambers of Commerce, and other Mercantile and Public Bodies throughout the United Kingdom and elsewhere, and to promote measures for the protection and advancement of the business.

The circulation of names of foreign agents, or others whose method of business does not commend itself.

The officers for the current year are: Chairman—Mr. M. E. Duffett (J. D. Hewett & Company, Limited); Hon. Sec. and Treasurer—Mr. W. B. Woolley (Neale & Wilkinson, Limited); Committee—Messrs. T. Cassidy (Chas. Atkins & Nisbet, Limited), E. Cockell (G. W. Wheatley & Company, Limited), H. G. Crellin (Elder, Dempster & Company, Limited), W. A. East (S. H. Lock & Company, Limited), F. Gerson (Rosenberg, Loewe & Company Successors, Limited), J. J. Haynes (Sewell & Crowther, Limited), and W. Woollett (Woollett, Airey & Company, Limited); Hon. Auditor—Mr. B. D. Brigg (Rosenberg, Loewe & Company Successors, Limited).

The Hon. Secretary will be pleased to receive applications for membership from any firm or individual carrying on the business of shipping or forwarding agent, who desires to be proposed for election. Forms of application and further particulars can be obtained from Mr. W. B. Woolley (Messrs. Neale & Wilkinson, Ltd.), 16 Camomile Street, London, E.C.3.

Publications Received.

MOTOR TRANSPORT YEAR BOOK & DIRECTORY, Volume 8. 1923-24. Electrical Press, Ltd., London. Price 22/6d. net. The eighth edition of this well-known reference work is just to hand and shows a still further big increase in size on any of its predecessors. In the preface to the work the interesting fact is stated that in the first edition the number of undertakings described was 617 while the total number recorded in the present volume is 4,625. The numerous features which have made the work so useful and popular have been retained, the first section being devoted to motor transport undertakings: section 2 gives financial and commercial information of the manufacturing companies producing vehicles and accessories for these transport services: Section 3 gives particulars of Associations connected with the transport industry: while Section 4 gives the names and addresses of Directors and officials engaged in transport services and motor manufacture. CANADIAN PORT AND HARBOUR DIRECTORY. A new edition of the Canadian Port and Harbour Directory to replace the 1914 work has just been issued. Special attention has been given to the larger ports which have changed materially in the last decade, and all harbours of any consequence, sea or inland, have been covered. The ports have been grouped geographically from East to West; the sea ports and harbours under the different sea-coast provinces; the inland ones under the different bodies of inland water. Maps of twenty-four of the main harbours and a large number of excellently reproduced photographs make this work not only exceedingly useful but pictorially attractive. Those of our readers who are desirous of obtaining a copy should apply to the Office of the High Commissioner for Canada, Kinnaird House, Pall Mall East, London, S.W.1.

Transport Map of England and Wales.—We have received from George Philip & Son, Ltd., 32 Fleet Street, London, E.C.4, a copy of Philip's Road, Rail and Water Transport Map of England and Wales showing the principal motoring roads, numbered according to the Ministry of Transport's scheme, the railways under the new grouping system, and all navigable waterways both rivers and canals. The size of the map is 36 inches by 44 inches, and the scale is 10 miles to 1 inch. This is a map which should be exceedingly useful to business houses, who are constantly dispatching goods to all parts of the country, as well as to carriers, motor coach proprietors, and road transport contractors of every kind. It is supplied in three forms—in sheet form unmounted 9/6 net; mounted on cloth and varnished with rollers 12/6 net; and mounted on cloth and folded in case 15/- net.

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Rootes Service Works.

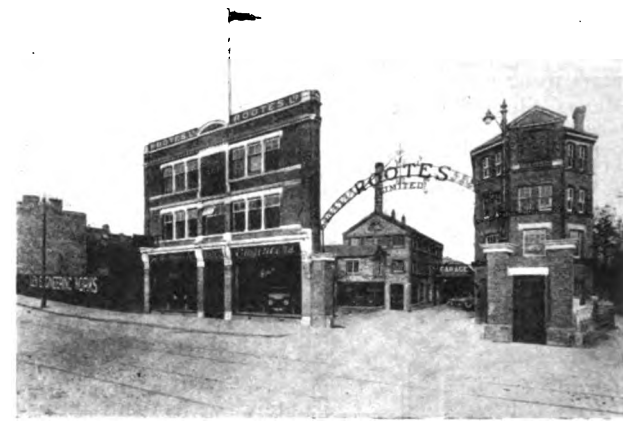
In our February number we gave a brief account of a private commercial vehicle show held by Messrs. Rootes, Ltd., in their garage at Maidstone. The object of the show was to stimulate interest in commercial motor vehicles in Kent and, in fact, the South Eastern country generally. We were much interested in the enthusiasm and enterprise of this firm, because, as a general rule, garage proprietors take very little active interest in the commercial vehicle side of their business.

ONE OF THE BAYS IN ROOTES' LONDON GARAGE.

We have, therefore, since our visit to Maidstone also visited the firm's London garage, Lodge Place, in Lodge Road, St. John's Wood, quite close to Lords Cricket Ground, where they have an extremely large depot, photographs of which we reproduce.

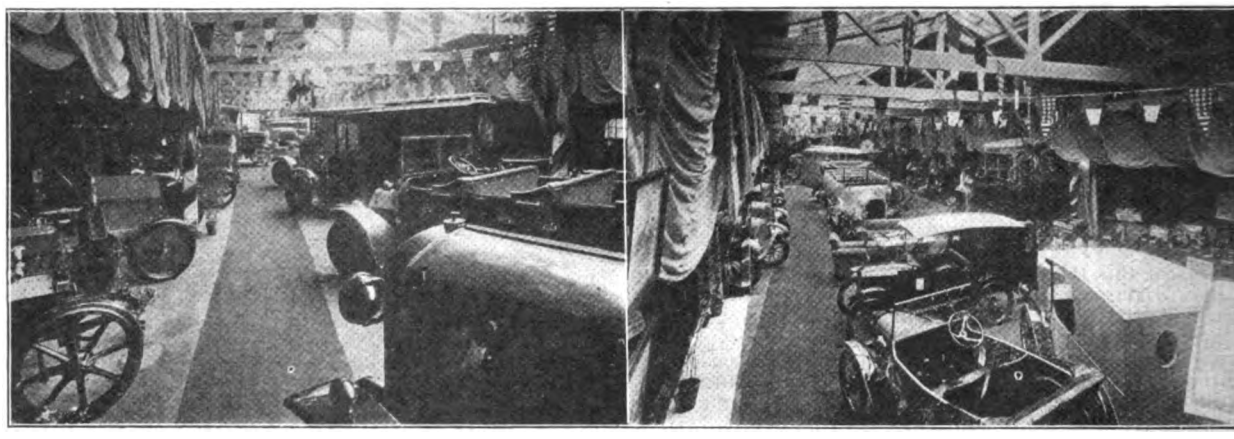
What most impressed us with regard to the policy of the firm was the fact that they make a point of giving service to their customers. The average garage is more or less content with sales of vehicles, accessories and component parts, and regards its repairs department as more or less a nuisance, purely incidental to the sales department. There are very few garage proprietors who regard efficient repairs as being essential to the success of their general trade and this applies more particularly to their commercial vehicle trade.

Rootes, Ltd., have evidently recognised this and foresee a great development in the commercial vehicle trade if properly organised and boldly tackled. They do everything in their power to assist their customers to obtain the very best results from the vehicles with which they supply them, and to this end they have instituted a free service scheme whereby they agree to carry out, entirely free of charge, the following labour operations:—Inspect the entire vehicle (excluding dismantling), adjust valve tappets, clean and re-set sparking plugs, test battery, examine brakes, set contact breaker points, change oil in engine, check wheel alignment, lubricate gearbox and rear axle. Where materials or supplies are used, they are charged for at current prices. This service is quite apart from the manufacturer's usual guarantee. In addition they have special members of their staff conversant with commercial vehicle work, who are able to advise customers as to the best type of vehicle for the purpose required, and this in itself is an important point in their favour. They are selling agents for the following makes of commercial vehicles:—Fiats, Dennis, Guy, Austin, G.M.C., Buick and Chevrolet, so that the range is comprehensive with regard to capacity—from 10 cwt. to 10 tons as well as including traveller's broughams and sample vans.



THE ROOTES GARAGE, MAIDSTONE.

The Maidstone garage is the original headquarters of the firm, and they next opened the London depot, first in Long Acre, and now in the large premises in Lodge Road. They also have a very excellent service station at Wrotham Heath for North Kent, and they have lately amalgamated with that well-known Birmingham firm, George Heath, Ltd.



TWO VIEWS OF THE ROOTES PRIVATE COMMERCIAL MOTOR EXHIBITION AT MAIDSTONE.

In their various service stations and depots they have large and complete stocks of spare for each make of vehicle they handle. In conclusion we would say that the firm of Rootes, Ltd., has been established for many years and its expansion has been due to the sound policy, ability and energy of the proprietors, whilst George Heath, Ltd., of Birmingham, with which Rootes, Ltd., is now amalgamated, is one of the oldest firms in this line of business in the Midlands.

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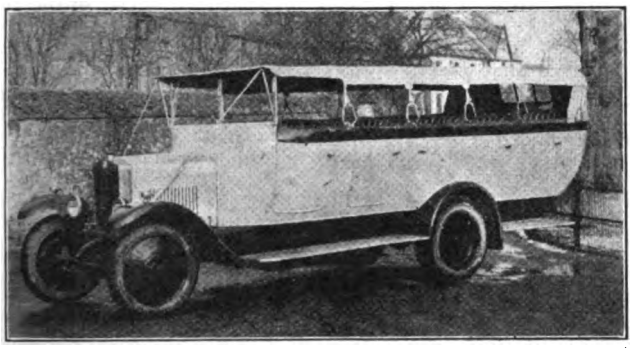
The Berliet 1-ton Chassis.

THE most recent importation into this country by Automobiles M. Berliet, whose London offices are at 40 Sackville Street, Piccadilly, London, W.1, is a one-ton chassis which, we believe, should find a ready market both because of its moderate price and excellent design. Following well tried and proved practice the engine and gear box form a single unit with three-point suspension, but the arrangement is such that any single unit can be taken down separately without disturbing the others. The price is only £295 or £340 with a standard tilt body, or as a box van, £425.

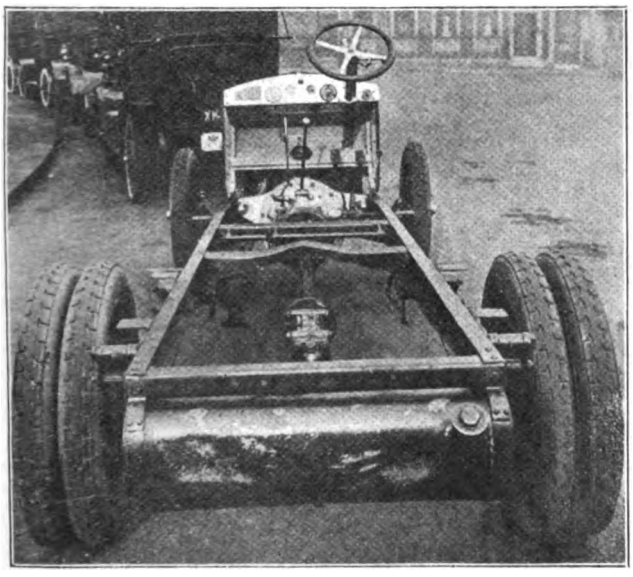
The engine is a single four-cylinder casting, bore and stroke 80 mm. by 130 mm. developing 15·9 h.p. The



20-SEATER COACH BODY BUILT BY H. E. TAYLOR, OF NORWICH, ON A 30/35-CWT. BERLIET CHASSIS.

head is detachable and there are thermo-syphon cooling, a Zenith carburettor with autovac feed, and magneto ignition. The crank case is provided with an oil level gauge and there is an oil pressure gauge on the dash. The clutch is the multiple dry disc type. The gear box contains a four-speed gear with central control, the operation of the gears is on the selective sliding principle, spring loaded.

The foot brake acts on the transmission and the hand brake operates on the rear wheels. The control rods and brakes are carried close to, and parallel with, the torque tubes and the brakes are provided with thumb



SHOWING LAYOUT OF BERLIET NEW 1-TON CHASSIS.

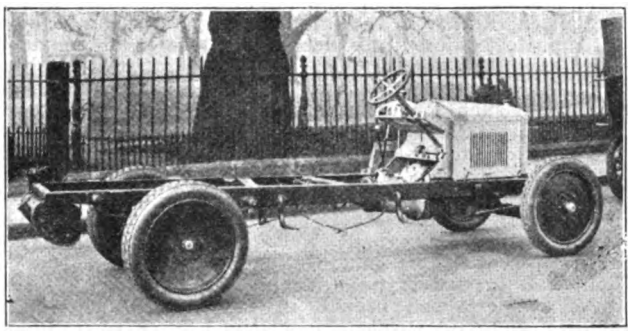
screw adjustment. The Tecalemit pressure greasing system has been adopted throughout the chassis. A banjo type frame cross member carries the clutch and gear box. The back axle is of the semi-floating type with overhead worm drive with steel worm and bronze wheel. The propeller shaft has a fabric coupling at each end. The frame is carried on semi-elliptic springs front and rear. Steering is by worm and sector with the cross rod placed behind the front axle. Michelin disc wheels are fitted shod with 820 mm. by 120 mm. pneumatic tyres all round, twins on rear wheels.

The standard electric equipment consists of a 12-volt single unit starting and lighting system. The dynamotor is driven by a silent chain from the crankshaft. Head, side, tail and dash lamps are fitted and there is an electric horn. The petrol tank is mounted at the rear of the frame.

The overall length of the chassis is 15 ft. 2 in., width 5 ft. 6 in., body space 10 ft. 6 in., wheelbase 10 ft. 6 in., track 4 ft. 8 in., and the weight is 19½ cwts.

The 30-35-cwt. Berliet chassis costing £350, which has been on the British market for a very long time is particularly suitable for char-a-banc work. Our illustration shows one of the chassis fitted with a 20-seater body, the body being built by H. E. Taylor & Co., Norwich.

The Automobiles M. Berliet works are situated at Lyons, France, and cover over 500 acres. The firm are



SIDE VIEW OF BERLIET 1-TON CHASSIS.

opening a new branch at Toulouse. The address is 4 Boulevard Carnot, and the branch will be under the management of M. Paul Lafay, who for a long time has been on the sales staff at Lyons. This is the fifteenth branch opened by Berliet, others being so far afield as Constantinople, Algiers and Lisbon.

Register of the Motor Trade.

THE Register of the Motor Trade for the current year is issued by the Society of Motor Manufacturers and Traders, 83 Pall Mall, S.W.1. It is remarkably comprehensive, and within its seven hundred pages are comprised the names of practically all those companies, firms, and individuals within the United Kingdom having business associations with the various sections of the motor industry.

The Register, which is now in its eleventh year of publication, includes also the names of members of various colonial motor trade associations, of which the most notable are the Irish Motor Agents' Association, four traders' associations in Australia, two in New Zealand, one in South Africa, and one in Canada.

A perusal of the first portion of the Register indicates the wide ramifications of the Society itself, which may be regarded as the governing body of the British motor industry. With its Council and sixteen committees the Society is concerned with the activities of every section of the industry, from the builder of the vehicle to the manufacturer of the smallest accessory.

An important departure has been made this year in the form of the Register proper, which has been prepared in co-operation with the Motor Agents' Association, Ltd., the Scottish Motor Trade Association, and the Irish Motor Agents' Association, whilst those companies indicated as Motor Cycle Manufacturers have been submitted by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd.

This co-operation on the part of the leading organisations connected with the trade will, it is hoped, lead to the recognition of the Register by Manufacturers, Factors, and Retailers as a comprehensive list of all companies, firms, and individuals, possessing essential qualifications according to the various classifications adopted. It is hoped that any firm having such qualifications but not included in the volume will communicate with the Society's Register and Information Department, 83 Pall Mall, S.W.1.

The Register may be obtained by non-members of the Society from the offices as above at the price of £1/2/0 post free. There will be forwarded also to subscribers, as they are issued, without extra payment, three quarterly supplements containing additions and alterations to, and deletions from, the Register during the course of the current year.

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Institute of Transport.

Midland Section.

At the first ordinary meeting of the Midland Section of the Institute of Transport held on the 10th March last, at the Chamber of Commerce, New Street, Birmingham, the Chairman of the Section, Sir Herbert Austin, K.B.E., M.P., said that as the Institute of Transport had been established for only five years its membership was comparatively small, and in the shortest possible time they wanted to enrol as large a proportion as practicable of those who were entitled to become members, and with this object in view they wanted (a) the generous help of members (b) the reading of suitable and interesting papers (c) full attendance at meetings (d) cultivation of an "esprit de corps."

The Midland Section had about 150 members and he suggested that for the immediate future they should attempt to confine their debates to local problems.

Referring to the £4,500,000 scheme for the improvement of the Midland Canal system, Sir Herbert asked, would not such a scheme be considered all the more satisfactory if it had received the close attention of the members of the Institute interested in such matters. The enormous expense of replacing worn tram rails was saved by employing rail-less trams and it was folly to have trams in such streets as John Bright Street. Our latest tarmacadam roads were unsuitable for carrying even present traffic and we had only just started on door-to-door delivery.

As a specialised branch of Industry, transport had made very rapid strides during the last 25 years and he would have been a very brave man who could have predicted, 25 years' ago, that our roads would be infested as they were to-day, with a multitude of mechanically driven carriages, or that even more so a journey by air from the U.S.A. to Ireland, would be made in 16 hours. On the other hand transport must have been one of the very earliest undertakings, harking back to the days of the Garden of Eden, as we were told that Eve carried an apple to Adam, a service which we should probably never forgive her sex. The science of transport entered, nowadays, into all undertakings, and it was the most costly item in many operations in industry.

During the discussion which followed Sir Herbert Austin's address, Mr. W. J. Milford, District Goods Manager, Great Western Railway, Birmingham, said that all methods of transport were complementary to each other. The bulk of the long distance passenger transport had passed from coaches to railways, yet now the railways were the largest users of horseflesh. Railways again, have made use of motor transport, and were amongst the very largest users of canals in the Midland area.

Mr. O. Cecil Power (Traffic Manager, Birmingham and Midland Red Bus Co.) viewed with great concern the projected new motor road. He recently attended a deputation to protest against the Government giving any of the funds which they as motor tax payers, provided, for any such enterprise. Any money available should go to help the poor harassed surveyors, up and down the country, to improve existing roads. Instead of contributing seven or eight millions towards the new road it would be better to help existing roads. Were this project to mature we should go back to turnpike days—which none of them wanted to see revived in England. This particular road would not be of any great benefit to the ordinary road users of the country. It would be impossible to make it pay. The present roads, when improved, would carry all the traffic likely to use them during the next few years. As a body they should endeavour to see that money contributed was spent in proper directions.

Sheffield & Rotherham C.M.U.A.

The Second Annual General Meeting of the Sheffield and Rotherham Area, North Eastern Division, Commercial Motor Users' Association, was held recently at the Royal Victoria Station Hotel, Sheffield.

Mr. J. Gibbins presided and was supported by Mr. H. Jefferies, Vice-Chairman, Messrs. G. Caudle, H. Grocock, J. Paget, T. S. Boothroyd, W. Wakelam, the Area Hon. Sec., and a representative gathering of the members.

The Chairman, in his opening address, spoke at length on the subject of Licences and Taxation, also on the question of encroachment by the municipal authorities on passenger undertakings, the question of the Eight-Hour Day Bill which is at present before Parliament, and also on the question of roads and bridges.

He paid a glowing tribute to the work of the Association in dealing with these various matters, and in passing mentioned that it was a great pleasure to him to be in a position to undertake the work done by the Committee during the past twelve months in Sheffield, and he also spoke in high terms of appreciation of the work carried out by the Honorary Secretary during the past year.

Mr. Wakelam, in his report, called to the notice of the members the very satisfactory financial status of the Area, and he also reported on hackney licences, power, alcohol and research work, pilferage of goods, lamps, equipment, road signals, roads generally, revision of the heavy motor car, and other Acts affecting the industry, tolls over bridges, taxation of heavy vehicles, water for steam wagons, application for power by corporations, approved depots and official repairers, hackney carriage bye-laws, highways and bridges, hackney stands, income tax, journal and annual parade, lights on vehicles.

The Area Committee was re-elected to serve during the coming year *en bloc*, with the exception of Messrs. G. H. Shillitto, and W. Watt, who did not seek re-election. It was resolved that Messrs. Vickers, Ltd., be invited to nominate a representative to sit on the Committee in place of one of those members now retired. Mr. H. Jefferies was re-elected to act as Vice-Chairman during the coming year, and the Hon. Sec. Mr. W. Wakelam, was re-appointed to act in that capacity during the year.

The meeting closed with a hearty vote of thanks to the Chairman and other officials for the admirable manner in which they had carried out their duties during the past year.

Port of London Charges.

At a recent meeting of the Port of London Authority it was decided to make the following increases in the Authority's charges, and these came into force on the 1st April last:—

On Shipping.	
Dock Dues and Additional Rent	47½% to 65%
Dry Dock Charges and Rent	No Alteration
Discharging and Extra Charges	57½% to 100%
On Goods.	
Imports—Landing and Extra Charges	55% to 100%
Exports—Charges	55% to 100%
Additional Rent	47½% to 50%

In the case of certain commodities the existing charges on which are not now subject to any percentage increase a proportionate addition will be made.

Port Rates on Goods.

To be raised to the statutory maxima.

Lord Ritchie of Dundee, who presided, stated that the settlement of the recent Dock Labour dispute involved an increase of 2/- in the daily rate of pay of Dock and Warehouse labourers with a proportionate increase in the piece-work rates. One shilling of this increase was actually now being paid, and the second shilling was due at the beginning of June. The rate of wages then paid to the labourers would represent an increase of 157 per cent. above the pre-war rate.

In view of the comments which have been made in the Press and elsewhere in reference to these increases, the Authority desire to make the following observations.

The new percentage increases which are to come into force on the 1st of April are as under:—

Ships.	Discharging.	Imports & Exports.	Rent on Goods.
65%	100%	100%	50%

In April, 1922, when wages were 12/- per day (which will again be the figure in June next) the percentage additions to the charges were respectively:—

Ships.	Discharging.	Imports & Exports.	Rent on Goods.
85%	95%	92½%	85%

In their anxiety to meet the wishes of shipowners and traders as well as to stimulate trade, the Authority last year reduced their charges to the present level. The expectations of increased trade were not realised and experience has shown that the charges do not cover the cost of many of the services rendered.

An estimate for the year ending 31st March, 1925, indicates that with the new rates in force there will be no more than a reasonable margin of revenue over expenditure. If it should appear at any time that the balance of revenue over expenditure will be substantially greater than is estimated, a reduction in rates would necessarily follow.

It will be found that the percentage of increase decided upon by the Port of London Authority will compare favourably with that levied at the other principal Ports of the Kingdom, in fact charges involving labour services appear to have been advanced by various Ports as much as 140, 152 and 178 per cent. compared with the Authority's 100 per cent.

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Law Cases.

FITTING ELECTRIC LIGHT TO A TRAP.

In the Mayor's and City of London Court, before Mr. Registrar Dell, a claim was made by Mr. A. E. C. Teesdale, 7 Botolph Alley, Love Lane, Eastcheap, E.C., against Mr. Louis Nelson, Nelson House, 22 Avenue Road, Crouch End, cartage contractor, for £8 10s. 10d., the price of accumulators supplied to the defendant and work done by the plaintiff to the defendant's trap in fitting up electric light in place of the ordinary trap lights. Mr. C. J. Pack, solicitor, represented the defendant. Plaintiff admitted that at the time he carried out the work in question he was also doing work for Nelson Bros. Cartage, Ltd., a company in which the defendant and his brother were directors, and that the company's account had been paid. Plaintiff, however, stated that the instructions for the accumulators were given by the defendant who said he wanted the electric light fitted to his trap. He had seen the defendant several times and he had promised payment of the account. He had also seen the defendant's brother, Samuel, and asked him to see that the account was paid. Mr. A. E. Weston, who was secretary of the company at the time the order was given stated that the defendant had admitted several times to him that it was his debt, and Mr. Hyman Harris, who had been horsekeeper in the company's service, corroborated, and further evidence in support of the claim was given by plaintiff's brother. The defendant admitted that the work was done but stated that it was a liability of the company of which both he and his brothers were at the time directors. They had since ceased to hold those offices. Defendant called his brother, Mr. Samuel Nelson, to corroborate. The Registrar pointed out that if he accepted the argument of the defendant's solicitor he should have to, in effect, hold that the plaintiff and his witnesses had conspired together to defeat the ends of justice, and although the trap might have belonged to the company (as to which he made no finding) it would be placing business men in considerable difficulty if every time an order was given for work to be done to a trap, or motor car, the tradesman had first of all to discover who was really the owner instead of looking for payment to the individual who placed the order with him. Judgment for the plaintiff with costs.

HIRE PURCHASE MOTOR CAR SOLD.

A curious story of the purchase of a motor lorry by an innocent person, which had been sold on the hire purchase system, but had not been paid for, was told in the Bow County Court, before Judge Barstow. The plaintiff was Joseph Goldstein, of 27 Parfett Street, Bow, a haulage contractor, and he sued Messrs. Piggin Bros., of 53 Bow Road, E., to recover £31/8/7, made up as to £20/10/0, the balance of an agreed sum of £65/10/0 to be paid, of which £45 had been paid on account, and £10/18/7, a solicitor and client bill of costs, which it was alleged the defendants had agreed to pay. Both the parties were innocent sufferers.

Mr. Ellis appeared on behalf of the plaintiff and outlined the amount due as stated, and said the defence was that it was not their liability. It seemed that a Mr. Hudson had the car on the hire purchase system, or somebody connected with him, and through the agency of the defendants it was sold to the plaintiff for £85, of which some was paid. Then the motor hiring firm found it in the plaintiff's possession, demanded it back, and of course it had to be handed over. Thereupon the plaintiff entered an action in the High Court for damages, and the amount sued for was agreed upon, and a sum of money was paid, for which the defendant had a receipt.

Mr. Joseph Goldstein, gave evidence and said that he brought an action against the defendants for damages for breach of warranty for the sale of a 1-ton lorry from the defendants to the plaintiff. Subsequent to the issue of the writ he saw the defendants and discussed the terms of settlement. Mr. Piggin offered £40, and expenses the plaintiff had been put to through being deprived of the use of the car, and the solicitor's bill of costs. Judge Barstow: But you can't say he agrees to pay solicitor's and client's costs. He may have agreed to pay costs, but I can't agree with you that the defendants have agreed to pay anything the solicitors like to charge. Mr. Ellis: Of course, we are prepared to have the bill taxed. Judge Barstow: If you want solicitor and client costs you must I think. Mr. Ellis: He said he would pay costs? Plaintiff: It was agreed that he would have to pay all the costs that we should have to pay.

Mr. Piggin gave evidence, and said that in December, 1922, Hudson let them have two cars for sale. They sold the Overland and then the 1-ton lorry to the plaintiff. Judge Barstow: It matters not what you bought or sold, the point is that you met and agreed to pay this. Defendant: I'll be candid with the plaintiff, we can't pay. Judge Barstow: Then you be candid with me, do you owe it? Defendant: I can only say that as we get the money from Hudson we will pay Goldstein and he wants to pay £4 a month. I am quite willing to hand it over as soon as I get it. Judge Barstow: It is all very unfortunate for you, but you must have thought you were to blame or you would have gone on and fought the action. All the same I cannot allow you to have to pay solicitor and client costs. It seems to me it is £55/10/0 plus £10 damages, less £45 paid. That would leave £20/10/0 plus as much as the bill is taxed for. What were the costs? Mr. Ellis: The cost of issuing and serving the writ would be £5/10/0. Judge Barstow: That is very good pay (laughter). Mr. Ellis: Of this 30/- is for disbursements. Judge Barstow: Then it is very excellent pay. I shall make the costs as small as possible when the case is settled. If you like to have it taxed you can at your own cost, or you can have the £5/10/0. Mr. Ellis: I will agree to the £5/10/0. Judge Barstow: Judgment for £26 in all, and costs.

FORWARDING AGENTS' QUOTATION FOR CARRIAGE.

In the Mayor's and City of London Court, before Mr. Registrar Dell, Schenkers, Ltd., forwarding agents, 15 Eldon Street, made a claim against Messrs. A. Lewin & Co., general merchants and agents, 28-30 Paternoster Row, for £4/3/0 amount of payments made by plaintiffs for, and at the request of defendants. A sum of 12/- was paid into Court, which amount the defendant, Mr. A. Lewin, said was all he owed. Mr. Tucker, solicitor, appeared for the plaintiffs. Mr. George Frederick Hardy, clerk in the employment of the plaintiffs, said they were shipping and forwarding agents. In October, 1920, they gave the defendants a quotation for the delivery of one consignment of goods at £3/10/0. It afterwards turned out that there were seven separate deliveries made at the defendants' request. The amount sued for was the excess charged, above the quotation given, for the seven deliveries. The defendants, in reply to their demand, had stated in a letter, that after receiving plaintiffs' quotation they naturally assumed there would be no further charges. That there was no question of the number of deliveries, and if there were more deliveries, less goods would be carried on each occasion. They (defendants) considered it was the plaintiffs' duty to point out, when they were given the order for the first delivery on August 31st, representing five deliveries, that there would be extra charges. No other firm had ever asked for similar charges. Plaintiffs' witness, in answer to the Registrar, said he could not say whether the quotation given to the defendants was written, or verbal, as he was not in the plaintiffs' employment at that time. The defendant, Mr. Alfred Lewin, said the plaintiffs in their original account specified £3/10/0 for cartage. The goods were to be collected at the docks, and delivered by the plaintiffs according to their (defendants) instructions. On August 31st, when paying plaintiffs' bill, they were given instructions for five separate deliveries. Their point was that if the charge was not to cover all deliveries, plaintiffs should then have said so, and they (defendants) would have had an opportunity of making other arrangements. The deliveries were mostly to be made in the same localities. On August 31st there were four separate deliveries to be made at Sandle Bros., Paternoster Row. The reason for the four different dates was that the people could not take delivery of the whole at the one time. The Registrar was of opinion that the giving of such a quotation by the plaintiffs contemplated one delivery. If the defendants' contention was correct the plaintiffs might be sent to deliver goods in the City, then to Westminster, and to Islington without requiring extra money. Defendant said it was understood it would be cartage in London, within the City limits. Plaintiffs' witness said they were given seven separate instructions for deliveries and they had made the claim for the extra charges, for extra payments they had had to make to the carters. Plaintiffs had no lorries of their own. The Registrar said his difficulty was that he had no evidence as to how the original quotation was given. Mr. Tucker said he should submit that there was an implied condition when the quotation was given that the goods should be delivered in one delivery and at one address. Defendant said that the plaintiffs had sent him in their account for the extra charges one month after the last delivery was made. When he paid the plaintiffs' bill he gave them five separate delivery instructions, and he maintained that if plaintiffs meant the £3/10/0 was to cover one delivery, they should have said so at the time, and not one month after the last delivery was made. If such intimation was made at the time he would have had an opportunity of making other arrangements. The Registrar was of opinion that the plaintiffs should have informed the defendant when sending his cheque

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together with the various delivery instructions, that they would not send their lorry out seven times for the payment of £3/10/0, and that defendant would have to pay extra. He would adjourn the case for the plaintiffs to consider their position which did not seem at all strong to him (the Registrar). While his sympathy was with the plaintiffs, he thought they had in the ordinary way quoted for one delivery, but unfortunately plaintiffs did not turn round and say, any extra delivery would mean extra charge. Mr. Tucker said he did not think adjourning the case would carry it any further. The Registrar said he would strike the case out, and under the circumstances, he suggested defendant should not ask for costs. The defendant agreed, and the case was struck out accordingly.

CLAIM AGAINST CARRIER.

In the Mayor's and City of London Court before Mr. Registrar Dell, Alexander Duckham & Co., Ltd., manufacturers of petroleum products, 6 Broad Street Place, E.C., and Duckhams Wharf, Rainville Road, London, W.6, sued Mr. G. E. Summerfield, 726 Old Kent Road, for £8/9/2, the value of oil short delivered. Defendant counter-claimed for £2 in respect of a credit note he had received from the plaintiffs for returned empty oil barrels, but not allowed for. Mr. Harry Strouts, solicitor, appeared for the plaintiffs. Walter Hystead, carman in the employment of the defendant, said he had taken lorry loads of oil from the docks to Duckham's wharf, Hammersmith, and they had practically to unload themselves from the tailboard. He (witness) was the driver of a Foden steam wagon, and trailer, and used to carry a load of about 50 barrels of oil. It took 3 to 3½ hours to unload the wagon and trailer. Sometimes the plaintiffs used to allow them one man to assist and sometimes two men. In answer to the Registrar, witness said he considered he had delivered the oil when he took them inside the plaintiffs' gates. He did not know whether it was a rule of law, but as a rule the driver of a lorry hardly ever touched a load. The Registrar: He puts himself in the same position as a taxi driver. Witness: Something the same. Continuing, witness said that the first time he went to the plaintiffs he practicaly refused to unload the oil, and the plaintiffs then said they would not accept the goods unless he helped to unload. After about four loads an accident happened. Witness and his mate, the fireman, used to roll the barrels to the tailboard. On the occasion when the accident happened, while the seventh barrel was about to be taken off, and was being roped to the end of the lorry (it was for the plaintiffs' men then to steady the barrel down the skid. The barrels weighed about 3½ cwt.). Instead of the barrel in question going down the skid it fell over the side on to the ground. Witness said some very nasty remarks were made at the time. Plaintiffs most certainly blamed him for the accident and he blamed them. The second barrel of oil was dropped from the lorry while on the way from the docks to the plaintiffs' premises. When a lorry was taken to the docks it was loaded by the dockers. When he first went to the docks he used to stand by, and when they got to Duckham's they said that the barrels were not to be loaded the way they were loaded, but were to be loaded flat on the roll. Plaintiffs' foreman gave them those instructions. He in consequence told the dockers to load the barrels on the roll and that was done. On that particular occasion the barrel that fell off was on the roll. One layer of barrels were standing on end, and one layer on the roll. The barrels were roped on. He (witness) had travelled about 20 yards before he knew that a barrel had fallen off. Attention was drawn to it by someone shouting, the accident happening in the Fulham Road. The barrel was found to be broken and the contents spilled. The cause of the accident was that the hoop iron on the barrels had cut the rope and allowed the one barrel to get loose. Cross-examined, witness said he reported the accident of the barrel dropping in the road, to his principal, but he could not remember telling Duckhams the reason for the barrel falling off. The barrel that fell in the street came off the trailer. Mr. Daniel Alfred Hart, works manager to the plaintiffs, said he did not give any directions to defendant regarding the loading of the barrels of oil prior to the first two deliveries. Then he found that they were loading the vans wrongly and were having great difficulty in getting the barrels unloaded. He then suggested that the bottom tier of barrels should be loaded on the roll, and the top tier also on the roll, one barrel being wedged between two, pyramid fashion. It would then be a simple job to loosen the two bottom barrels for the one on top to gravitate to the bottom of the wagon, which was the usual method employed, and quick for unloading. It was quite a satisfactory way for carrying purposes. It would not be necessary to have a rope for the purpose of securing the barrels. The Registrar: If they use a rope then they are taking double precautions. Witness said to his mind a rope was not necessary with two tiers of barrels. The barrels were loaded, witness said, according to the driver's instructions. Hystead, recalled, said, in answer to questions by the Registrar, the foreman of the dockers and he took advice from one another. The Registrar: In giving a hint who considers themselves the best man? Witness: Well you see at the docks there is an art in packing. The Registrar: I know there is, but I am trying to find out who is the artist. Witness: Well the foreman of the dockers. The Registrar: I should have thought so. If you had given instructions he would have refused to do it. Witness: The dockers are the skilled men to unload. Mr. John James Whittock, labourer in the employment of the plaintiffs, said he assisted in uncarting the oil when it arrived, in connection with two other men, labourers like himself. He remembered in September last when defendant's man brought a load of oil and a barrel was dropped. He was at the bottom of the skip rolling a barrel away, and the fireman was getting the barrel near the skip. There should be only one barrel on the skip at the time, and there was no one there to receive the next barrel. He (witness) was going back and saw the barrel drop, the oil going all over the show. He thought the barrel came over the tailboard. He did not see it drop, but heard it. He cleared quickly. For the plaintiffs it was admitted that the defendant was entitled to credit for four empty barrels returned for which he held a receipt. The Registrar said he did not think plaintiffs could recover the value of the barrel of oil that dropped from the defendant's lorry into the road. Defendant's driver had nothing to do with the loading at the docks, and took more than the ordinary precaution by roping the barrel on the lorry. It was quite possible the barrel came off as a pure accident. Mr. Strouts maintained that the defendant was responsible for the packing of the barrels, which were packed according to the driver's demands. The Registrar said even if he conceded that to the plaintiffs an accident might happen and they would have to prove negligence against defendant before they could succeed. Mr. Strouts said plaintiffs wished him to urge that the oil, during the course of transit, was in the care, custody and responsibility of defendant as carman, and that he was liable for damage to the oil while in his custody. The Registrar said his view was that defendant was engaged to carry oil which was loaded on the lorry under the supreme guidance of dockers. True the lorry arrived at plaintiffs' place minus a barrel. Defendant had discharged the onus upon him of seeing the barrels put on, and took the precaution of putting a rope round them, and had therefore used reasonable and proper care. The onus then shifted on to the plaintiffs to prove defendant had been guilty of some act of negligence, and that had not been proved. The plaintiffs' claim for the one barrel failed. Of plaintiffs' original claim of £8/9/2, he would allow for one barrel of oil, and after giving the defendant credit to which he was entitled, would give judgment for plaintiffs for £3/13/4, and costs upon the £5/13/4 scale.

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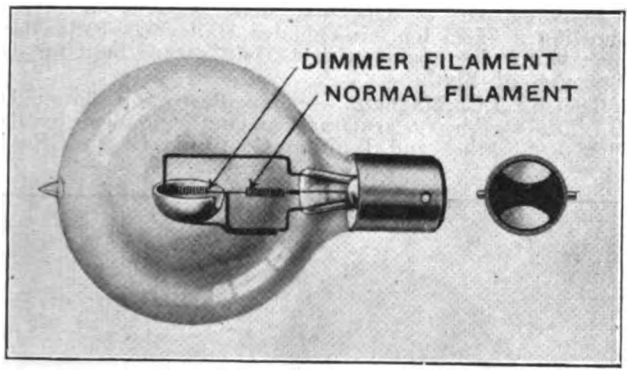
Motor Notes.

The C.A.V. Anti-Dazzle Bulb.—Our photograph shows the new C.A.V. anti-dazzle bulb which, as will be seen is provided with two filaments, the back one being in focus and the forward one being shaded by a little semi-circular metal cup with the back filament in use, the head lamps give full normal driving light. When approaching oncoming vehicles the simple movement of a switch brings the forward filament in use. The little metal cup then shields all rays from the bottom of the reflector and there are no upward rays to blind the oncoming driver. When approaching an oncoming vehicle the movement of a switch cuts out the back filament and brings the front one into use. The light from this filament being all thrown on top of the reflector, the downward illumination on the road immediately in front of the car is greatly increased, thus eliminating the possibility of running down unlighted vehicles when passing other cars. The bulbs can be fitted to any make of head lamp the only work entailed being the careful focussing of the bulbs and the alteration to the wiring for which a diagram is supplied. The bulbs are supplied in either 6 or 12-volt, complete in box with change-over switch and set of cables for carrying out alterations. The price is 30/- per set.



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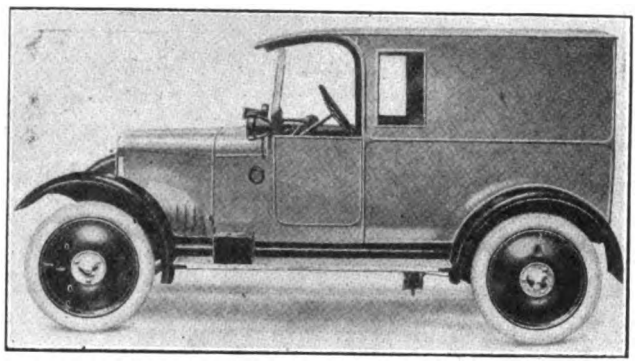
Peking-Tientsin Motor Bus Service. — Long distance motor bus services between Peking and Tientsin are being planned with 30 buses supplied by a British company.

A STAR 30/40-CWT. TIPPING WAGON RECENTLY SUPPLIED TO F. & E. SCOTHERN, HAULAGE CONTRACTORS, NOTTS.

The Citroen Taxicab.—The latest taxicab to come on the market is the Citroen, of which Maxwell Monson, Ltd., 2 Halkin Place, Belgrave Square, London, S.W.1, are sole concessionaires for the United Kingdom, Ireland, and the Isle of Man. The Citroen car has, as our readers know, met with remarkable success in this country and it is the same chassis which is being used for the taxicab. The Citroen chassis became famous last year for having successfully crossed the Sahara Desert twice. The engine develops 11·4 h.p., and it forms a unit with the clutch and gear box. It has four cylinders cast *en bloc* and fitted with a detachable head. The clutch is of the single disc type, the disc being of sheet steel with Ferodo linings on both sides. The gear box provides three forward speeds and a reverse. Transmission is by tubular cardan shaft which is fitted with flexible couplings, of the fabric disc type, at each end. The rear axle is of the semi-floating type and the drive is by the Citroen helical tooth bevels giving a ratio of 5·5 to 1. The foot brake acts inside a ribbed drum on the rear of the gear shaft. The shoes are Ferodo lined. The hand brake is of the expanding metal to metal type operating in drums on the rear wheels. The road wheels are steel disc detachable, suitable for Michelin cable tyres 815 by 105. Suspension is by quarter elliptic leaf springs all round. The electrical equipment includes a dynamo and a starter motor and there are an electric horn and lamps. The body recommended for the chassis and fitted as standard is a single landaulette built to Scotland Yard regulations designed to carry four persons. Prices are supplied on application.

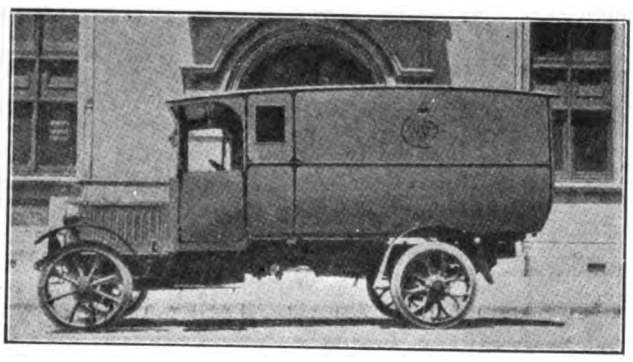
The Rover Traveller's Van.—Traveller's vans and broughams are daily becoming more popular. Our photograph shows the Rover 8 h.p. vehicle of this description built by Rover Co., Ltd., Coventry. As the Rover cars are well known for their excellent design and trustworthiness on the road we have no hesitation in commending their 8 h.p. model for the consideration of our readers. Smart appearance and low running costs are additional recommendations.



A ROVER 8-H.P. LIGHT VAN.

Orders for Steam Launches.—The Kung Tsi Shipping Company, Hupeh Province recently ordered four steam launches from a Shanghai firm. The Company is ready to open for business.

Albion Deliveries. — The accompanying photograph shows a 25-cwt. box van recently supplied to the New Zealand Government Printing Department. • Amongst a number of orders recently received by the Albion Company for their "Viking" model motor coach is one for two vehicles for use in connection with the large new L.M.S. Railway Hotel which is to be opened in the near future at the well-known Gleneagles Golf Course in Perthshire.



AN ALBION 25-CWT. BOX VAN SUPPLIED TO N.Z. GOVERNMENT PRINTING DEPARTMENT.

No Commercial Vehicle Show this Year.—It has been decided by the Managing Committee of the S.M.M. & T. that they should not organise a Commercial Vehicle Exhibition during the present year. The Royal Dublin Agricultural Show which extends from May 14th to 17th has been approved by the S.M.M. & T. for the exhibit of commercial vehicles only.

Transport of Heavy Unit Loads.—A new method of transporting heavy articles, such as logs or steel rails over made roads, has been introduced by a Swedish engineer, who has patented his invention in most countries

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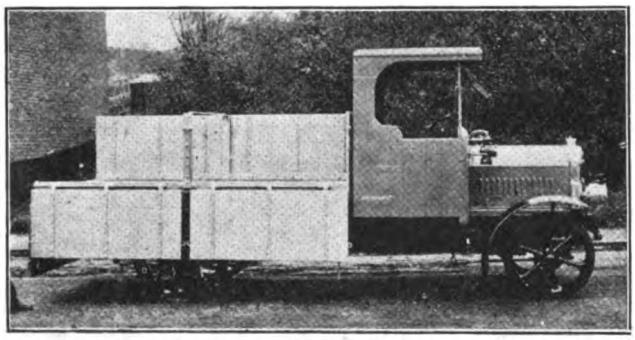
and is now about to take out patents in the United Kingdom. The system consists of using wooden rails and rubber wheels provided with a guide, and it is intended principally for regions in which the transportation of heavy articles would be prohibited.

Ferodo Brakes for Fords. — Ferodo rear brakes for Fords are made from high class drop forged steel, and, it is stated, will outlast the life of the car; they are lined with Ferodo bonded asbestos die pressed lining; the brake shoe itself will never wear or require attention other than occasional adjustment.

Considered Body Design. — Our photograph shows a 2-2½-ton Dennis lorry built for Mr. Sydney Gandy, of A1 Southwark Bridge, London, S.E., for the conveyance of rolls of lead. The high hinged sides are divided into two halves in order that the forward portion of the



A DENNIS LORRY WITH SPECIAL BODY.

load can be removed without disturbing the rear. The sides, tailboard, and centre posts are detachable so that the lorry may be used as a flat platform vehicle if required. Dennis Bros., also send us a photograph of a 3½-4-ton lorry which is one of a fleet of 8 recently supplied to Messrs. Schweppes, Ltd.

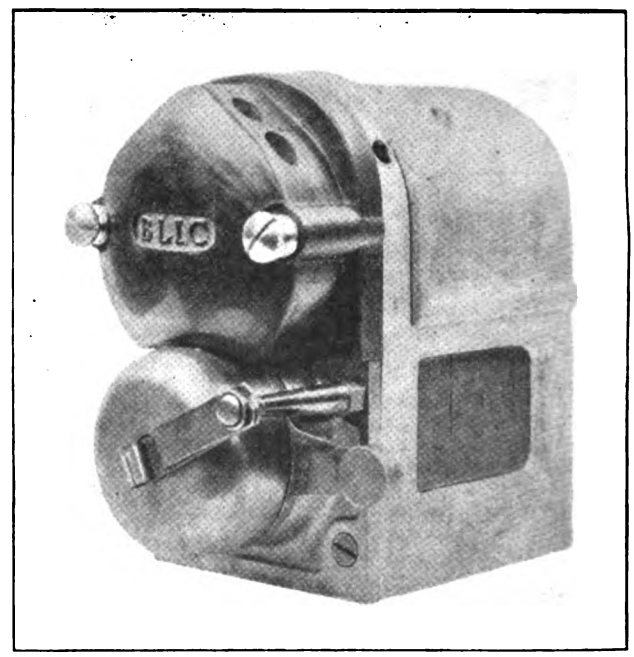
The New Macintosh House.—Messrs. Chas. Macintosh & Co., Ltd., of Manchester and London, and their associate Company. Messrs. The Shrewsbury S.T. & Challiner Tyre Co., Ltd., have for some time found considerable difficulty in handling their growing business, not only for N.A.P. cushion and solid tyres but also the steady and insistent demand for "S & C" disc wheels. It has been found necessary to secure more ground for extension of the premises in Wilton Road and Gillingham Street, Victoria, S.W.1. The new Macintosh house, which has its frontage in Gillingham Street,

A DAIMLER 600-GALLON TANK WAGON BELONGING TO THE ANGLO-AMERICAN TRANSPORT FLEET.

S.W.1, will release quite a generous amount of space in and around the present works and this is being extended, adapted and fitted up with the most modern methods to cope with tyres, tyre fitting, disc wheels, and wheel fitting. The first portion of the new showrooms and offices of the new Macintosh House in Gillingham Street is nearing completion. On the ground floor are placed the new showrooms, as well as the sales branch, of the solid and N.A.P. tyre departments, also enquiry office, and the waiting room. The upper floors have been allocated to the administrative departments, and staff canteens. A special feature being the "Shrewsbury and Challiner" wheel, technical and drawing office departments. In order to facilitate efficient organisation, intercommunicating telephones have been installed in the various offices. The building is of steel framed construction with floors of concrete. An attractive innovation will be Macintosh rubber flooring of various types throughout the building. The staircase is of concrete with mosaic finish. The partitions forming the various offices are of polished mahogany finish, the upper panels being glazed. The heating will be by means of steam, and so arranged that the temperature will be the same throughout the building. The lighting will be electric throughout. The elevation to Gillingham Street is faced with stone, with red brick panels between the architraves of the windows, to the upper floors. The main entrance doors are of mahogany placed centrally, and on each side of which are the windows of the showroom.

Halley's Latest Catalogue. — We have received from Halley's Industrial Motors, Ltd., Yoker, Glasgow, a copy of their latest catalogue. This production is a considerable advance over any of their former issues as it includes practically all the details required both for home and export buyers. It is illustrated throughout showing a complete range of all the firm's models of from 2 to 7 tons capacity. The first illustration is in colours showing a 75-95 h.p. six-cylinder Halley 600-gallon turbine motor fire engine with a 55 ft. escape built for the Borough of Blyth.

The B.L.I.C. Magneto. — Our illustration shows the B.L.I.C. stationary armature magneto supplied by the British Lighting and Ignition Co., Ltd., Cheston Road,



THE B.L.I.C. MAGNETO.

Aston, Birmingham. The claim for this magneto is that as the armature is stationary it is a more perfect instrument electrically and mechanically and is smaller, lighter, more efficient, simpler and less liable to breakdown than is the case with the more ordinary magneto with rotating armature.

The S. M. M. & T. Tractor Demonstration.—The site for this year's S. M. M. & T. power farming demonstration has now been selected. The demonstration will take place during the week commencing September 8th, and will be carried out at the farm belonging to Mr. J. E. Philp, Heathrow Hall Farm, situated in the parish of Harmondsworth, on the Bath Road, beyond Hounslow. Regulations covering the demonstration have already been drafted and will be circulated as soon as the committee has finally approved them.

The Terry "Screen Wiper."—The Terry Wiper consists of a rustless nickel-plated holder, containing a set of six chemically prepared tapes for the outside of the screen and a felt pad for the inside. When drawn across the screen it leaves an invisible film of rain-resisting solution making the screen perfectly clear during wet weather. Held to the screen by spring pressure, the wiper can easily be drawn across the screen from the driver's seat. A rub across the screen when wet keeps it clear for hours during rain. The wiper is supplied in three models, the prices being 7/6, 8/6, and 9/6 each. Apply Terry and Sons, Ltd., Redditch.

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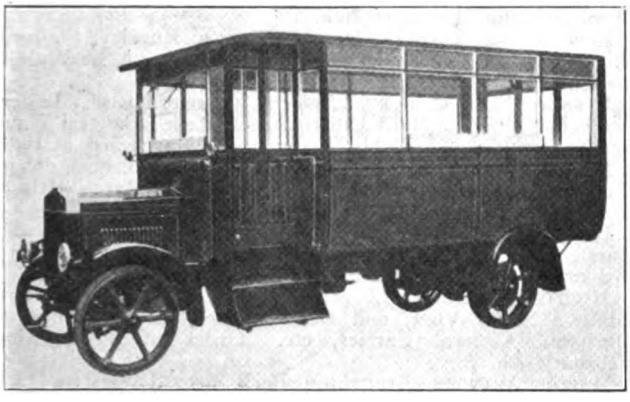
Shell-Mex and World's Flight.—Organising a world-flight, such as that upon which Squadron-Leader Archibald S. C. MacLaren has just embarked, is by no means so simple a matter as may be imagined. A chain of petrol and lubricating oil supply dumps has had to be established all round the world, and this work has not been without incident. The Shell Company, who have placed their organisation at the service of Major MacLaren for the purposes of putting down these dumps, and whose petrol and lubricating oils are being used exclusively by the British representative, had their arrangements upset by the Japanese earthquake, and new measures had to be devised at short notice. Dumps of Shell Spirit (which, it may be recalled, was also used exclusively in the great pioneer flights to Australia and



A 20-SEATER W. & G. BUS WHICH HAS JUST BEEN SUPPLIED BY THE MAKERS TO F. N. MORGAN & CO., LTD., CLARENCE TERRACE, NEWPORT, MON.

across the Atlantic), and Shell Motor Oil had to be established in the almost uninhabited Aleutian Islands, a task with no small amount of risk, and one which might have proved an almost insurmountable difficulty but for the splendid co-operation of the Canadian Government, with whose help a vessel was specially chartered. It is interesting to note that, whilst Britain is represented in the flight by only one machine, with no financial co-operation upon the part of the Government whatsoever, America engaged in the same enterprise, is solidly behind her four aviators, already on their way. All expenses are being defrayed by the American Government, and their Army and Navy have sent groups of officials to different points en route, in order to assure there being no hitch in the necessarily involved arrangements.

A GARRETT TRACTOR HAULING A 45-FT. BOILER.

A Hefty Load.—The accompanying interesting illustration shows a 45 ft. long boiler being hauled by a Garrett No. 4 compound steam tractor.

Servis Recorders.—Two years ago the India Office purchased nine Servis recorders for use by the Government Railways of India. A year ago they purchased 68 more and Bramco (1920), Ltd., St. Nicholas Street, Coventry, have recently received a third order for 24, bringing the total number of Servis recorders in use by the Indian State Railways up to 101, which is only two short of the number in service by the largest users in the world—The Witchita Pipe Line Company, in America who have 103. Several other Indian Railways also are using them and the firm's French Railways are using a considerable number.

Karrier Chassis Prices.—Karrier Motors, Ltd., Huddersfield announce the following increases in chassis prices: "C" type (3 speed), 30-cwt., from £450 to £480; "C" type (4 speed), 30-cwt., from £465 to £490; "CY" type, 2-ton, from £510 to £530; "H" type, 2½-ton, from £630 to £640; "JH" type, 3-ton, from £695 to £715; K.1 type, 3¼-ton, from £820 to £850; K.2 type, 3¾-ton, from £850 to £880; K.3 type, 28-seater, from £870 to £900; K.4 type, 4-ton, from £860 to £890; K.5 type, 5-ton, from £920 to £950.

The Courtesy of the Road.—In consequence of continual complaints by private motorists that commercial motor drivers particularly those driving heavy vehicles, are apt to

THE VACUUM OIL CO.'S ROAD COURTESY LORRY.

hold the centre of the road instead of making way for faster vehicles, the Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, are fitting their vehicles with mirrors to enable the drivers to see what traffic is behind them, and with a new notice, shown in the photograph, are endeavouring to set an example which they hope will be followed by other firms using heavy motor lorries.

New Patents.

This list is specially compiled for THE WORLD'S CARRIERS by Messrs Rayner & Co., Registered Patent Agents, of 5, Chancery Lane, London, W.C.2 from whom all information relating to Patents, trade marks and designs can be obtained gratuitously.

LATEST PATENT APPLICATIONS.

7872.—Boys, S. J. Self-loading and tipping wagons. March 27th.
7448.—Giblin, J. J. Tractor or trailer. March 24th.
7534.—Hodgson, W. A. Tradesmen's vans, etc. March 25th.
7246.—Barnett, W. Tilting mechanism or self-discharging wagons. March 21st.
7000.—Smith, A. Combined lifting, transporting and tipping gear. March 19th.
6708.—Mousset, L. Tipping device for motor lorries. March 15th.
6483.—Seddon, F. Power tipping device for lorries, etc. March 13th.

SPECIFICATIONS PUBLISHED THIS MONTH.

212,693.—Variable Speed Gear, Ltd., and Ingoldby, M. K. Power-transmission apparatus for motor driven vehicles.
212,322.—Carr, R. S. Six-wheel vehicles.
212,430.—Howes & Burley, Ltd., and Curnow, A. J. Road vehicle lamps.
211,900. Doldt Fare Handling Machine Co. Fare Collection systems.
211,922.—Priestley, P. Sanding devices for electrically propelled vehicles.
212,066.—Roadless Traction, Ltd., and Penn, O. S. Endless track vehicles.
212,172.—Bergstrom, J. F. O., and Brunzell, B. J. Parcel holder for use on vehicles.

Messrs. Rayner & Co. will obtain printed copies of the Published Specifications only, and forward on post free for the price of 1s. 6d. each.

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County Court Judgments.

The following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Jenkins & Keane, 40 Page Street, Westminster, London, S.W., char-a-banc proprietors. £38/2/9. December 31st.

Albt. E. Wilkin, Wellington Mews, Cromer, Norfolk, jobmaster. £27/6/0. November 14th.

Eastern Counties Haulage Co., 41 St. Nicholas Street, Ipswich, haulage contractors. £48/17/8. January 2nd.

Chas. Gannon, 1 Stamford Road, All Saints Street, Hastings, motor contractor. £22/2/6. December 20th.

Chas. Lewis, Lionel Street, Cardiff, haulage contractor. £18/0/0. December 5th.

Leonard Ridsdale, 6 Finney Terrace, Durham, haulage contractor. £11/11/0. January 7th.

A. J. Fiske, 2 and 6 Salisbury Avenue, Westcliff-on-Sea, cartage contractor. £14/2/6. January 10th.

H. Solomon, Foxmanorway, West Thurrock, Essex, cartage contractor. £14/3/11. December 4th.

J. Tuffin, Clifford Street, Southampton, motor coach proprietor. £33/14/5. November 13th.

Jack Harrison, 21 West End Road, Morecambe, haulage contractor. £21/17/10. January 11th.

Albt. Edwd. Howarth, Western Street, Bolton, haulage contractor. £19/15/0. January 10th.

Saddleworth Carriers, Ltd., High Street, Upper Mill, Oldham, carriers. £19/7/11. January 11th.

J. C. Steer & Sons, 117 Plymouth Gr., Chorlton-on-Medlock, char-a-banc proprietors. £10/7/11. December 22nd.

A. E. Freeman, Coneygre Road, Tipton, Staffs., haulier. £71/9/1. January 9th.

Alf. Hughes, Dudley Road, Tipton, Staffs., haulier. £55/0/9. January 9th.

Hy. Owen, 2 Storks Road, Bermondsey, London, S.E., cartage contractor. £18/16/6. January 7th.

Richd. Pharo, Badshot Lea, Farnham, haulage contractor. £10/15/10. January 5th.

Wise & Son, New Street, Worcester, haulage contractors. £18/0/5. January 7th.

Harold Hudson, Main Street, Burley-in-Wharfedale (trading as Johnson & Hudson), carrier. £33/9/6. January 1st.

Jackson Bros., The Bungalow, Thorne Road, Doncaster, carting agents. £49/8/0. January 9th.

— Milner, Heath Home, Cleckheaton, Yorks, haulage contractor. £30/2/1. December 31st.

F. W. Parkinson, 176 Fartown, Pudsey, Yorks, carrier. £15/2/4. January 7th.

Saml. Haslam, Station Road, Brimington, Derby, cartage contractor. £36/8/0. January 17th.

Chas. Baker, 39 Heygate Avenue, Southend, char-a-banc proprietor. £11/14/4. January 16th.

W. J. Godwin & Son, 47-53 High Street, Grays, Essex, haulage contractors. £12/9/0. January 11th.

Geo. Yorke, 80 Goldsmith Avenue, Manor Park, Essex, carman and contractor. £35/3/6. November 9th.

Alderson & Lapes, Tram Terminus, Rhodes, near Middleton, Lancs., char-a-banc proprietors. £18/12/2. January 10th.

Alf. Parkinson, Stanley Street, Burnley, carting agent. £39/3/0. January 21st.

Clyde Stewart, 14 Richmond Hill Street, Accrington, Lancs., haulage contractor. £11/10/1. January 17th.

Geo. Madden, 87 Pembroke Street, London, N., cartage contractor. £10/13/7. January 11th.

Atlas Carriers, Claremont Hill, Shrewsbury, haulage contractors. £10/13/6. January 14th.

G. Taylor, Brookland Road, Walsall Wood, Walsall, Staffs., haulage contractor. £28/13/0. January 16th.

Frank King, 41 St. Nicholas Street, Ipswich, haulage contractor. £59/16/1. January 15th.

A. Forbes, Rydale, Eastwood Road, Chertsey, Surrey, haulage contractor. £10/11/0. January 14th.

F. Taylor & Sons, 103 Weston Street, Bermondsey, London, S.E., cartage contractors. £29/12/1. January 21st.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

Frank Greenwood and John Miller Price, trading as the Atlas Carriers, Claremont Chambers, 28 Claremont Hill, Shrewsbury, Salop. Haulage Contractors. Receiving order, February 20th. Public examination, March 19th, at Shrewsbury. Order of adjudication, February 22nd.

William Pickering, 4 Dain Street, Dukinfield, Cheshire. Haulage Contractor. Receiving order and order of adjudication, February 25th.

Thomas Reuben Dainty Pargeter, 467 Stourbridge Road, Holly Hall, Dudley, Worcester, lately 463 Stourbridge Road, Holly Hall, Dudley. Haulier, etc. Receiving order and order of adjudication, February 26th.

Edwin James Godwin, Handsacre, near Rugeley, Staffordshire. Haulier. Public examination, March 12th, at Walsall. Order of adjudication, January 31st.

Sydney Charles Burt, Elmhyrst, Cranford Rise, Maidenhead, Berkshire, lately 3 Union Street, Bath. General Haulage Contractor, etc. Public examination, March 3rd, at Bath.

Henry Whitbread, 7 The Paddock, Westerham, Kent. Cartage Contractor, etc. Public examination, March 11th, at Tunbridge Wells.

Henry Cox, Brook Street Quarry, Falmouth, Cornwall. Carrier. Public examination, March 17th, at Truro. Receiving order and order of adjudication, February 21st.

Michael McHugh, 12 Stanley Street, Seaham Colliery, lately 5 South View, and Dene House, both Tantobie, all Durham. General Carrier, etc. Order of adjudication, February 4th.

Wilson Winder, Broughton Beck, near Ulverston, Lancaster. Carter. Receiving order and order of adjudication, March 4th.

Thomas Evans, Ystomenlle Farm, Hendy, Llanedy, Carmarthenshire. Haulage Contractor. etc. Receiving order, March 6. Order of adjudication, March 24th.

Amended Notice.

Beatrice Helena Kirk and Robert Edward Laurance Kirk, Moreton Hall, Astwood Bank, Redditch, Worcestershire, lately trading as The Sherwood Transport Company, Sherwood Firs, 698 Mansfield Road, Sherwood, Nottinghamshire. Haulage Contractors. Receiving order, February 22nd.

Notices of Intended Dividends.

Herbert Collinson, 8 Balmoral Avenue, Lansdowne Street, Kingston-upon-Hull. General Carrier, etc. Claims to Joseph Edward Donthorpe Stickney, 36 Scale Lane, Hull, Official Receiver.

Samuel Smith, 32 Smith Street, Rochdale, Lancashire. Carrier. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

Henry Wales, William Wales, John Crawshaw Wales, trading as Wales Brothers, 65 Meersbrook Park Road, Sheffield, Yorkshire. Haulage Contractors. Claims to Leonard Johnson Clegg, 14 Figtree Lane, Sheffield, Official Receiver.

George Wylie, trading in partnership at 22 Lord Street, Lower Broughton, Salford, as Geo. Wylie, No. 32 of 1923. Haulage Contractor. Claims to Archibald Yearsley, 27 Brazennose Street, Manchester.

Henry Hitching, 103 Grafton Street, Mile End, London, Cartage Contractor. No. 617 of 1923. Claims to Frank T. Garton, Official Receiver, Bankruptcy Buildings, Carey Street, London, W.C.

Joseph Graham, 1a Haymarket, York. Haulage Contractor. No. 21 of 1923. Claims to Reuben Crampton, 51 Coney Street, York. Accountant.

Notices of Dividends.

James Henry Heal, Pullingers Farm, Medstead, Hants. Haulage Contractor, etc. First and Final of 2s. in the £, payable at 12 Wote Street, Basingstoke.

Clifford Thorpe, 27 Arnold Street, Birkby, Huddersfield, Yorkshire. Motor Haulage Contractor. First and Final of 1/3 in the £, payable at the Official Receiver's Offices, 12 Duke Street, Bradford.

Charles Henry Cox, Danley Cafe, Sheerness East, Kent. Haulage Contractor, etc. First and Final of 12/11½ in the £, payable at the Official Receiver's Office, 280a High Street, Rochester.

Tom Brears, Caistor, Lincolnshire. Cartage Agent, etc. First and Final of 3½d. in the £, payable at the Official Receiver's Office, 10 Bank Street, Lincoln.

Charles Wall, Rangeworthy House, Llanedeyrne Road, Penylan, Cardiff, Glamorganshire, formerly Haulage Contractor, etc. Composition of 5s. in the £, payable at the Official Receiver's Office, 34 Park Place, Cardiff.

Thomas Edward Brooks, Viaduct Street, Stockport, Cheshire. General Carrier. No. 16 of 1923. First and Final

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of 9¾d. in the £, payable at the Official Receiver's Offices, Byrom Street, Manchester.

Application for Discharge.

THOMAS HUGHES, 25 Union Street, Liverpool. Haulage Contractor. May 9th, at Liverpool.

The Companies Acts 1908 to 1917.

THE LONDON RIVER MOTOR TRANSPORT COMPANY, LIMITED, 57 West Ferry Road, Millwall, London, E.14. Winding-up order, March 11th.

Dissolutions of Partnership.

HERBERT TAYLOR and WILLIAM WALTER SIXSMITH, trading as Burwash Gas Company, Haulage Contractors, etc. 26th January, 1924. All debts by Herbert Taylor.

EDMUND PEARSON and RHODES PEARSON, trading as Robert Pearson, 14 Peel Street, Heywood. General Carriers, etc. 2nd February, 1924. All debts by Edmund Pearson.

JAMES HANNA and JOHN HALLIDAY SCROGGIE, trading as Hanna & Scroggie, Rumford Place, and Leyden Street, Liverpool. Cartage Contractors. 31st January, 1924.

THOMAS LISTER YOUNG, THOMAS ALBERT GREEN and ALBERT GIBSON GREEN, trading as Thomas Young & Company, 1 Brunswick Street, Gateshead, Durham. General Haulage Contractors. 15th February, 1924. All debts by Thomas Lister Young.

JOSEPH JAMES FARMER and WALTER ROBERT INGRAM, trading as Farmer & Ingram. Carting Contractors. 34 Shipway Road, Hay Mills, Birmingham. 15th September, 1923. All debts by Joseph James Farmer.

ALFRED EDWARD SHELLARD and EDWARD JOHN HALL, trading as The City Steam Transport Company, 4 Sydenham Road, Bath. Haulage Contractors. 26th January, 1924. All debts by Alfred Edward Shellard.

JAMES ARTHUR FOX, JOHN WILLIAM BOOTH, SIDNEY JAYES HOWKINS, and JOHN BOOTH, trading as Booth & Fox. Haulage Contractors, etc. Chinley, Derbyshire. 31st December, 1923. All debts by James Arthur Fox, who will continue on his own account as James Arthur Fox.

WILLIAM DAVENPORT and HENRY NORMAN ASHFORD, trading as Davenport & Ashford. Transport Contractors, etc. 13, Little James Street, Holborn, London. 30th June, 1923. All debts by William Davenport, who will continue.

New Companies.

B. Smith and Sons, Ltd. (196,036).—Private Company. Registered February 28th. Capital £4,000 in £1 shares. To take over as from January 1st, 1924, the business of motor engineers, carried on by B. Smith, R. Smith, A. Smith and F. Smith, at 11-17 Monkgate, York, as "B. Smith and Sons" and to carry on the same and the business of garage, char-a-banc and taxi proprietors, motor and mechanical transport designers, motor haulage contractors, etc. The first directors are: B. Smith, F. Smith, R. Smith, A. Smith.

B. Edmondson and Sons, Ltd. (196,063).—Private Company. Registered February 29th. Capital £3,000 in £1 shares. To take over the business of coal dealers and motor haulage contractors carried on by B. Edmondson and A. Edmondson, at Burnley, as "B. Edmondson and Sons." The first directors are B. Edmondson (life director). A. Edmondson. Registered offices: 214 Padiham Road, Burnley.

A. G. Dearman, Ltd. (196,060). — Private Company. Registered February 29th. Capital £500 in £1 shares. To carry on the business of haulage contractors, carriers, omnibus proprietors, garage keepers, etc. T. Clary is permanent governing director. Registered office: 483a Kingsland Road, E.8.

Atlas Contractors, Ltd. (196,074).—Private Company. Registered February 29th. Capital £3,000 in £1 shares. To carry on the business of haulage and transport contractors, carriers and transporters of goods by land and water, freight agents, railway, shipping and general forwarding agents, warehousemen, packing and removal contractors, garage and depository proprietors, etc. The provisional directors are: Mrs. R. H. Davies, H. F. Davies, F. C. Davies. Solicitor: C. Crowther, 23 Abingdon Street, Westminster, S.W.

Andrew Son and Company, Ltd. (196,090). — Private Company. Registered March 1st. Capital £7,000 in £1 shares. To acquire the business carried on as Andrew Son and Company, at 132 The Parade and Bedford Street, Leamington Spa, as removal contractors, general house furnishers, undertakers, decorators, cabinet makers, sanitary engineers, warehousemen, valuers and contractors, together with certain of the assets, and to carry on the same and the business of carpet warehousemen, general drapers, glass and china merchants, upholsterers, bedding manufacturers, house and estate agents, builders, contractors, etc. The permanent managing directors are Mrs. J. Andrew (chairman), W. E. Andrew. Mrs. J. Andrew is entitled to appoint F. W. K. Andrew to be her successor as a permanent managing director. Registered office: 132 The Parade, Leamington Spa, Warwick.

J. W. Gammans and Co., Ltd. (196,095).—Private Company Registered March 1st. Capital £1,200 in £1 shares. To take over the business of a furniture remover and general carrier, carried on by J. W. Gammans, at Gordon Road, Shoreham-by-Sea, Sussex. The permanent directors are: J. W. Gammans, C. F. Gammans, Miss Annie H. Gammans. Secretary: Miss Maud I. Gammans. Registered office: Cecil Lodge, Gordon Road, Shoreham-by-Sea, Sussex.

Barr Moering and Co., Ltd. (196,188).—Private Company. Registered March 6th. Capital £100 in £1 shares. To carry on in Great Britain or elsewhere the business of railway, shipping and insurance agents, general carriers, bonded and common carmen, road transport and cartage contractors, wharfingers, forwarding agents, proprietors of and dealers in motors and accessories, garage proprietors, managers of aircraft stations, lines or routes for the carriage and transmission of passengers and goods, etc. The subscribers are to appoint the first directors. Solicitors: Amery-Parks and Co., Effingham House, Arundel Street, Strand, W.C.2.

Motor Hire Association, Ltd. (196,208).—Private Company. Registered March 6th. Capital £100 in 1/- shares. To let on hire, manufacture, repair and deal in motors, aircraft, ships, boats and vehicles of all kinds, machinery, engines, plant and apparatus, etc. The provisional directors are: G. S. Tanner, F. E. Cox, Secretary (*pro tem*): F. Summers. Registered office: 5 and 6 Coventry Street, W.1.

G. M. Clark and Co., Ltd. (196,204).—Private Company. Registered March 6th. Capital £100 in £1 shares. To carry on the business of ship and loading brokers, freight contractors and forwarding agents, shipping, passenger and general tourist agents, carriers by land, water, air or otherwise, haulage, cartage and storage contractors, etc. The first directors are: A. Matthews (permanent managing director), G. M. Clark. Manager: A. Matthews. Registered office: 88 Fenchurch Street, E.C.

Direct Services, Ltd. (196,107). — Private Company. Registered March 3rd. Capital £500 in £1 shares. To carry on in Great Britain or elsewhere the business of shipowners, carriers of passengers and goods, etc. The first directors are: G. I. Corbu and G. W. Dennis. Solicitor: K. E. Bartlett, 83 Cannon Street, E.C.4.

Onward Motor Haulage Co., Ltd. (196,594).—Private Company. Registered March 21st. Capital £1,000 in £1 shares. To acquire the business of carriage, motor car, taxicab, char-a-banc, motor lorry and garage proprietors, and haulage contractors now carried on by J. E. Shenton and T. Needham, at Flowery Field, Hyde, as the "Onward Motor Haulage Co." The first directors are: J. Shenton, T. Needham. Solicitor: H. S. Sleigh, 15 Hyde Road, Denton.

British Motor Engineering and Transport (Plaistow), Ltd. (196,321).—Private Company. Registered March 12th. Capital £2,000 in £1 shares. To take over the business of a motor engineer and transport contractor, carried on at 480 Barking Road, E.13, as the British Motor Engineering and Transport Co., and to adopt an agreement with T. Allwright, junr. T. Allwright, junr. is the first director. Registered office: 480 Barking Road, E.13.

Cornwall Motor Omnibus Co., Ltd. (196,291).—Private Company. Registered March 11th. Capital £1,000 in £1 shares. To carry on the business of motor omnibus proprietors, etc. W. Alliston is the first managing director. Registered office: 22 Cornwall Road, W.1.

A. Wilmot and Son, Ltd. (196,316).—Private Company. Registered March 12th. Capital £2,000 in £1 shares. To acquire the business of a coal merchant and removal contractor formerly carried on by A. J. Wilmot, at 338 and 340 Uxbridge Road, W., and elsewhere, and to carry on the business of coal merchants, wholesale and retail dealers in coal, coke, oil, spirit and all kinds of fuel, furniture removers, owners of depositories, etc. The first directors are not named. Solicitors: Andrew Wood, Purves and Sutton, 8 and 9 Great James Street, Bedford Row, W.C.1.

E. Goldsmid, Ltd. (196,395).—Private Company. Registered March 14th. Capital £2,000 in £1 shares. (1,750 5 per cent. cumulative preference and 250 ordinary). To carry on the business of general carriers, railway and forwarding agents, warehousemen, bonded and common carmen, etc. The first directors are not named. Solicitors: Swepstone, Stone, Barber and Ellis, Broad Street House, New Broad Street, E.C.

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Berkims, Ltd. (196,499). — Private Company. Registered March 19th. Capital £1,500 in £1 shares. To carry on the business of omnibus, taxi-cab and other conveyance proprietors, haulage and transport contractors, carriers, etc. The first directors are: H. A. Jackson, W. R. Hewitt. Registered office: 7a Seaford Street, W.C.

Llanelly Express Motor Service Co., Ltd. (196,553).—Private Company. Registered March 20th. Capital £4,000 in £1 shares. To carry on the business of omnibus, cab and carriage proprietors, van owners, motor car proprietors, general carriers, etc. The first directors are: T. Y. Wilson, R. Evans, H. L. Holloway. Secretary: A. E. Gibson. Registered office: 1 Market Street, Llanelly.

The Cream Bus Service, Ltd. (196,729). — Private Company. Registered March 26th. Capital of £6,000 in £1 shares, to acquire the business of motor bus proprietors, etc., carried on by R. Peel, F. Rathmell and A. E. Sunley, at Burley-in-Wharfedale, as "Rathmell and Co." The first directors are: R. Peel, F. Rathmell, A. E. Sunley, H. Turner. The registered office is at 75 Main Street, Burley-in-Wharfedale.

John Dick and Co., Ltd. (106,749).—Private Company. Registered March 27th. Capital £1,000 in £1 shares. To acquire the business of a motor haulage and general transport contractor now carried on by Elsie Dick as "John Dick and Co," at 155 Camberwell Road, S.E. The first directors are: W. D. Dick (managing director), W. Warne. The said W. D. Dick may retain office so long as he holds 500 shares.

London Bridge Lines, Ltd. (196,828).—Private Company. Registered March 28th. Capital £10,000 in £1 shares. To carry on the business of lightermen, barge, tug and ship owners, charterers, shipbrokers, ship and barge builders and repairers, carriers by land and water, forwarding agents, freight contractors, commission agents, coal contractors and exporters, ship chandlers and store dealers, ice merchants, owners and managers of freezing works, wharfingers, packers, stevedores, insurance brokers and agents, underwriters, etc. The first directors are: E. R. Hatfield permanent chairman and managing director, H. Judge. Secretary: J. Anders. Registered office: New Hibernia Wharf, London Bridge, S.E.

Mortgages, Charges and Satisfactions.

Regents Bridge Warehouse Co., Ltd.—Satisfaction in full on February 2nd, 1924, of mortgage dated February 3rd, 1921, securing £18,000.

Ellis-Gray Transport Co., Ltd.—Satisfaction in full on February 9th, 1923, of debentures dated March 8th, 1922, securing £1,000. (Notice filed March 15th, 1924.)

Podger and Davis, Ltd.—Satisfaction to the extent of £500 on February 11th, 1924, of mortgage dated January 28th, 1921, securing £6,000 the property known as 39 Whitecross Road, Weston-super-Mare, being released from the mortgage.

Carter, Paterson and Co., Ltd.—Trust deed dated February 27th, 1924 (as additional substituted security for £2,000 part of moneys secured by trust deed dated December 31st, 1897), charged on 174 and 176 High Street, Deptford. Trustees: Sir John S. Purcell, K.C.B., Glebe Lodge, Blackheath; and J. J. Paterson, 128 Goswell Road, E.C.

Receiverships (Appointment or Release).

George Pratt and Co., Ltd. — A. C. Heyward, of 14 and 15 Coleman Street, E.C., ceased to act as Receiver or Manager on February 18th, 1924.

Moore of Brighton (1910).—F. G. Stone, of 446 Strand, W.C., was appointed Receiver and Manager by Order of Court dated February 22nd, 1924.

Bristol Safe Transport Co., Ltd. — F. P. Jenkins, of 44 Corn Street, Bristol, and T. C. Pearse, of 33 Royal York Crescent, Clifton, Bristol, ceased to act as Receivers on March 3rd, 1924.

Higgin, Ltd.—E. Royce, of 22 Cooper Street, Manchester, ceased to act as Receiver or Manager on March 10th, 1924.

Nelson Bros. Cartage, Ltd.—H. Kingston, of Monument Street, E.C. was appointed Receiver and Manager on March 3rd, 1924, under powers contained in debenture dated April 23rd, 1923.

H. Stutchbury and Co., Ltd.—A. E. Watts, of Bush Lane House, Cannon Street, E.C., was appointed Receiver on March 7th, 1924, under powers contained in certain debentures.

Read and Brew, Ltd.—W. B. Pearson, of 5 John Street, Bedford Row, W.C.1, was appointed Receiver and Manager on March 3rd, 1924, under powers contained in debenture dated November 3rd, 1922.

Rickards Transport Ltd.—E. E. Rickards, of 4 Strone Road, Forest Gate, ceased to act as Receiver or Manager on March 24th, 1924.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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Information Bureau Coupon.

APRIL, 1924.

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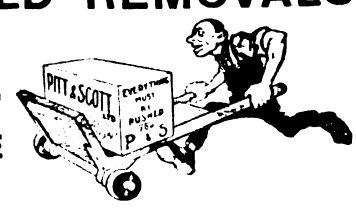

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SPECIAL TERMS TO THE TRADE.

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The
World's Carriers
AND
CARRYING TRADES' REVIEW
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 236. MAY 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

NOTICES.

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Editorial Notes.

Commercial Motors at Wembley.

In this issue we give the first instalment of our report on commercial motors and accessories at the British Empire Exhibition. The motor exhibit occupies part of the end of the Palace of Engineering directly opposite to the main entrance to that building. The commercial motor exhibits occupy four stands and about two dozen firms are represented. Accessory and component parts exhibits are distributed round the sides of the space allotted to the S. M. M. & T. exhibits. There are other exhibits in the Palace of Engineering of equal interest to the carrying industry and particulars of these will be given in a later issue. Although, unfortunately, two or three well-known and much appreciated heavy motors are missing, most of the first-class manufacturers are represented, so that visitors will be able to see the very best vehicles British manufacturers can produce. Considering the limited space, also, the show of vehicles is very representative, ranging from the 10-ton 6-wheeler to the 2-ton lorry. As there are several firms who manufacture half-a-dozen or so different models and who have only sufficient space to show one or two vehicles at a time, these firms announce their intention to change their exhibits from time to time, so that by the time the exhibition closes the whole range of models will have been staged. The vehicles are not so crowded together that there is not sufficient space to get all round each one for critical examination. Each of the four stands is in charge of an attendant, but each firm exhibiting has not its own attendant. The attendants in charge of the stands have little or no technical knowledge of the vehicles, but we found them very polite and ready to supply visitors with the various firms' printed specifications and catalogues and each vehicle also has a board near it on which is lettered a brief (all too brief in our opinion) description of it. Apart from the S.M.M. & T. section there is an interesting exhibit of Canadian vehicles in the Canadian building and various types of British road rollers are to be seen at work on the Exhibition roads, which are not as yet nearly finished.

Roads to the London Docks.

Traffic congestion at the docks is merely part and parcel of Metropolitan traffic congestion generally, but the urgent need for finding a remedy for it is even greater than in other areas. It seems remarkable, when we are only just emerging from a period of great trade depression that congestion should have reached such a serious stage, and it becomes evident that with the continued revival of trade the London docks will be effectually choked and trade will go to other ports, unless the proposed approach road improvement schemes are put in hand immediately and carried through with all possible speed. The Ministry of Transport has had the improvement schemes under consideration for some time, and Sir Henry Maybury described them recently in a paper he read at the Society of Arts on the "Victoria Dock System and its Roads." This paper is reported on another page of this issue together with a plan showing the proposed new roads. Sir Henry Maybury stated that by a traffic census taken in December, 1922, it was shown that the road between Poplar and Tilbury was carrying 32,103 tons of traffic in 24 hours and this at a time when trade was not even so good as it is to-day. The improvement scheme as described by Sir Henry Maybury will undoubtedly be of immense benefit to the district but it is also fairly evident that it will not be sufficient and that improvement will have to be carried on for an indefinite period. Another scheme which has not, as yet, got beyond the suggestion stage, is for the conversion of the Regent's Canal into a motor road. We gave the first publicity to this scheme in our sister journal ROADS AND ROAD CONSTRUCTION, in the November number last year, in which we also published the plan. We have so far had no details with regard to the engineering side of the proposition but understand it would give a 66 ft. road and the cost of the conversion would be about 2½ million pounds. There will, of course, be considerable opposition to the scheme, and we understand that the Regent Canal proprietors are not in favour of it. Curiously enough oppo-

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sition to motor road schemes usually brings to light lamentable ignorance as to the value of motor transport. The secretary of the Regent's Canal Company states that the traffic over the canal is approximately 1,000,000 tons per annum and the canal is capable of dealing with 7,000,000 tons per annum. This, to us, seems answer sufficient to any contention that the canal is in any way popular; in spite of the terrible dock congestion the canal only gets about one-seventh of what it can carry and, moreover, the income derived from the traffic is, we have heard it stated, not sufficient to pay dividends. The fact is canal traffic, except under exceptional circumstances, is a constantly dwindling quantity, in other words, for this country at least, it is dead, the reason being that it is far too slow for modern requirements. If the canal were converted into a motor road its service would not be confined to the business premises along its banks, but the vehicles could branch off in any direction by utilising junctions provided. It is a proposition which should not be dismissed without very careful investigation and enquiry.

The McKenna Duties.

We are only indirectly concerned in the McKenna duties as they were never levied on imported commercial cars. We have sometimes thought an import duty would have been an advantage, as any import duty on manufactured articles tends to improve labour conditions provided such articles can be manufactured with advantage in the country imposing the duty. If labour conditions are healthy, it follows that production is increased, better wages may be paid and, with an increase in spending powers, there is an immediate revival in the transport trade. What this country needs more than anything else is that its factories should be fully employed as in pre-war days and any political action which may hinder such a consummation is to be deplored. The industry of the country is labouring under the heaviest taxation ever imposed and it is incontrovertible that much of the national income goes to discourage effort on the part of the individual and more particularly those who have become so far demoralized as to regard national charity as a right and proper thing. These are matters of much greater importance than the removal of the McKenna duties. It is difficult in these days of hectic electioneering propaganda to decide which of the party arguments are merely that and which are genuinely put forward with a view to improve the condition of the country. We are of the opinion that the McKenna duty agitation has more in it of a political "stunt" than otherwise its importance warrants. The commercial motor industry has actually improved in spite of free trade conditions. The principal cause of the slump out of which it is just emerging was the competition arising out of the Government's sales of ex-W.D. vehicles. Manufacturers of commercial vehicles put forward such an effort to outclass imported vehicles and with so much success that foreign competition is in nothing like the proportion it was only two or three years ago. Though somewhat more expensive as regards initial outlay, the British vehicle is now recognised as being the more economical in the end owing to its longer life, greater durability and economy in fuel. Though we cannot applaud the removal of the McKenna duties, provided they are removed, we cannot see that the matter is of such paramount importance. The effect it will have is no doubt being grossly exaggerated. The public is being led to believe there will be a greater reduction in the prices of imported motor cars than is likely to happen, and with this wrong anticipation there is a holding back of orders which will again begin to flow in as soon as it is found that the retail prices of motor cars are not reduced to the extent expected. It must be remembered that the duty is payable on the declared value of the chassis only and exclusive of tyres at the port of arrival, which is a vastly different thing to a 33⅓ per cent. reduction of the retail price of the vehicle complete and ready for the road. As the fiercest foreign competition is in the light car trade of the cheaper kind it is easy to realise there will be little room for price increase after the foreign manufacturer and the British concessionnaire have deducted their little bit of extra profit which no doubt they will find very acceptable.

Street Accidents.

Recently, in the House of Commons, the Under Secretary to the Home Office, in reply to a Member, said that "the figures for accidents caused by vehicles in the Metropolitan Police District for the twelve months ending March 31st last were 693 fatal and 72,051 non-fatal accidents, and there had been 20 and 632 prosecutions respectively in connection therewith." We have no figures concerning the total number of accidents in the United Kingdom, but those for the Metropolitan area are sufficiently appalling. 693 fatalities no doubt is a very small percentage in so huge a population, nevertheless, it is exceedingly serious. It is certainly high time that traffic regulation was seriously taken in hand. By comparison we believe we are still far more immune from street accidents than in the case of New York City. But favourable comparison is no excuse for deferring the attempt to solve our own difficulty. We are afraid we are unable to put forward any very practical suggestion. No doubt it is good to educate the public in respect to the danger to which they submit themselves by carelessness, but it is always the other fellow's carelessness against which the individual is unable to guard himself. We are quite sure that it would be advisable to take more drastic measures in the regulation of pedestrian traffic. Already wheeled traffic is fairly well controlled, and if pedestrian traffic could be similarly taken in hand it would, no doubt, result in fewer accidents and relieve traffic congestion to a considerable extent. There is very little use in providing underground crossings if they are used by no one but pickpockets and other undesirables. They should be made compulsory for pedestrians and this could be achieved to a large extent by fencing the kerbs at the street crossings leaving only the entrances to the subways open and pressure could be brought to bear in other directions which would have a salutary effect. The time has come in fact when pedestrians need protecting against themselves. The pedestrian is the principal cause necessitating speed restriction for vehicular traffic, and it is this speed reduction which is largely to blame both for traffic congestion and accidents.

We are exhibiting at The BRITISH EMPIRE EXHIBITION
WEMBLEY LONDON APRIL TO OCTOBER 1924
Stand No. 277.
(South Eastern Entrance)
Palace of Engineering.

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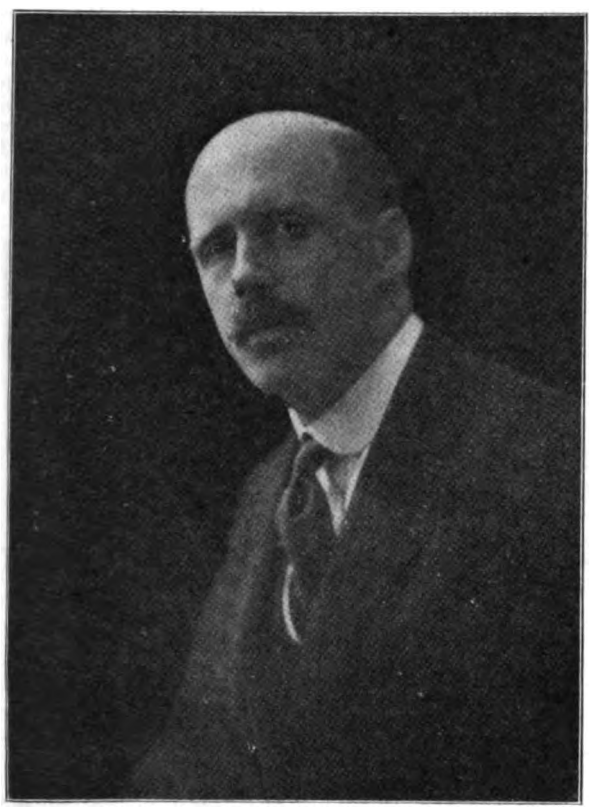
Transport Men of To-Day. No. 3.

Edward S. Shrapnell-Smith, C.B.E.

MR. EDWARD S. SHRAPNELL-SMITH, C.B.E., the President of the Commercial Motor Users' Association, has occupied a leading position in all that concerns the business side of motor transport since the year 1898, when he organised the Liverpool Heavy Motor Trials. Born at Liverpool in 1875, he was educated at Liverpool Royal Educational School and Liverpool University College. He served his apprenticeship in the chemical industry at Widnes, Lancashire, and for two years was a research chemist, being the first investigator to prepare crystalline Sodium Hypochlorite.

Subsequent to the Liverpool Heavy Motor Trials, Mr. Shrapnell-Smith took up motor transport interests and founded and became general manager and secretary of the Road Carrying Co., Liverpool.

In 1904 he was appointed the first editor of the "Commercial Motor," and held this position until 1917. On the formation of the Commercial Motor Users' Association in 1903 he was made Hon. Treasurer and occupied this position until 1918 when he became Chairman of the National Council. He was appointed President in 1920, and still holds this important position. He is also Chairman of the Standing Joint Committee of the Mechanical Road Transport Associations.



EDWARD S. SHRAPNELL-SMITH, ESQ., C.B.E.

Mr. Shrapnell-Smith is a founder member of the Institute of Transport, of which he is now one of the Vice-Presidents.

On the business side he is a Director of the Car & General Insurance Corporation; the British Automobile Traction Co., Ltd.; the East Kent Road Car Co., Ltd.; Benzol & By-Products, Ltd.; the Aldershot and District Traction Co., Ltd.; and Car Services, Ltd.

During the war Mr. Shrapnell-Smith served on numerous important Committees and was Chief Economy Officer and Deputy Director (Technical Investigations) in H.M. Petroleum Executive 1917-1919; Member of Government Committees on Gas Traction, Power Alcohol, Motor Taxation, Lights on Vehicles, Railways claim to conduct Road Transport, and Hackney Motor Regulations; Member of Roads Advisory Committee, Ministry of Transport; Chairman of Empire Motor Fuels Committee of Imperial Motor Transport Council. He was Director General of the London Housing Bonds Campaign in 1920 and Director General of the Hospitals of London Combined Appeal in 1922. He is a life Governor of the Royal Agricultural Society of England.

Institute of Transport.

Congress at Bristol, May 29th, 30th and 31st, 1924.

THE Fourth Congress of the Institute will be held at Bristol on May 29th to 31st next. The Proceedings will comprise the reading and discussion of papers at meetings to be held at the Grand Hotel on the mornings of the two first days. The afternoons of these two days and the morning and afternoon of the Saturday following will be devoted to the visits and inspections hereafter referred to.

The President, Sir Joseph Broodbank, will receive delegates and visitors and their ladies at the Grand Hotel from 8 to 10 p.m. on Wednesday, May 28th.

The Rt. Hon. The Lord Mayor of Bristol (Mr. Alderman A. A. Senington) has invited the Congress to a Conversazione at the Art Gallery on the evening of Thursday, May 29th.

His Worship The Mayor of Bath (Mr. Councillor C. H. Hacker) has kindly consented to receive those delegates who will visit the City on the afternoon of Thursday, May 29th.

In connection with the visit to the Severn Canals, it is hoped His Worship The Mayor of Gloucester (Mr. C. E. Gardner) will receive the party on arrival at Gloucester.

The Local Committee will entertain the Congress at a Garden Party at the Clifton Zoological Gardens on the evening of Friday, May 30th.

The headquarters of the Congress and the Delegates' rendezvous will be at the Grand Hotel.

During the Conference the following visits will be made:—

Thursday May 29th.
- The Avonmouth Docks. (Party restricted to 100.)
- The City of Bath, including (a) The Works of Messrs. Stothert & Pitt, Ltd., or (b) General Survey of the City and the grounds of the Bath Electric Tramways, Ltd.
- The Mayor of Bath will hold a reception at the Pump Room, after which a visit will be made to the Roman Baths, and (a) or (b). (Ladies invited.)

Friday, May 30th.
- The Works of the Great Western Railway at Swindon. (Party restricted to 100.)
- The Works of the Bristol Aeroplane Co., Ltd., at Filton.
- The Works of Messrs. J. S. Fry & Sons, Ltd., at Bristol. (Ladies invited.)

Saturday, May 31st.
- Inspection of the Severn Canals to Worcester. (Party, including ladies, restricted to 100.)
- The Works of the Imperial Tobacco Co., Ltd., at Bristol. (Ladies invited.)
- It should be pointed out that only one of the above visits can be made on each of the days.

TIME TABLE OF MEETINGS.

AT THE GRAND HOTEL.

On Thursday, May 29th, at 9.45 a.m., the Lord Mayor of Bristol will open the Congress and extend a civic welcome to the Delegates.

The following papers will be read:—

Thursday, May 29th.
- "The Port of Bristol—past and present." Mr. D. Ross-Johnson, C.B.E. (Member of Council).
- "The problem of road surfaces with regard to mechanical transport." Col. E. S. Sinnott, C.M.G. (Member).

Friday, May 30th.
- "Freight train formations." Mr. H. R. Griffiths, O.B.E. (Member).
- "The next five years of aerial transport." Col. W. A. Bristow.

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Notes and News.

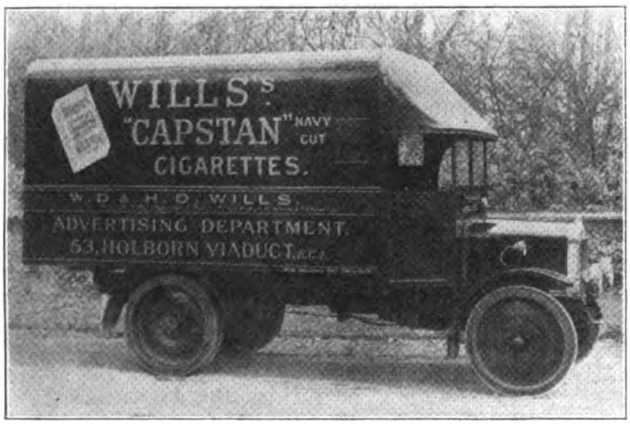
Half a Century with Pickfords.—In our April issue we offered our congratulations to Mr. E. Stanley, who has completed fifty years' service with Messrs. Pickfords, Ltd., the well-known carriers. In commemoration of the event Messrs. Pickfords, Ltd., have presented to Mr. Stanley a "Camberley" Settee and easy chair, also a "Deansgate" easy chair all upholstered in tapestry to match. A silver date box was the gift of Mr. Stanley's office staff.

The Fordson for Road Haulage.—H. G. Dunn & Sons, Ltd., house furnishers and furniture removers of 32-40 Widmore Road, Bromley, Kent, have lately taken delivery of the Fordson tractor, here illustrated. In a letter addressed to us they state that it is yet early days to give any particulars of

A FORDSON TRACTOR FOR FURNITURE REMOVAL WORK.

real value because as yet it has only displaced two heavy horses which were kept for local work, but they say they can easily see it is capable of doing the work of six horses far more easily, safely and economically. The firm's horse driver has taken the machine in hand with excellent results, and it has been working full time every day since the start. One of the novel features is the way it swings round in a 24-ft. road with perfect ease. The firm are equipping all their horse-drawn vehicles with brakes, etc., chiefly for local removals, and during the March quarter the vehicle was hauling 7 and 8 per day locally.

L.V.L. 30-cwt. Van in Norwich.—We are indebted to Mr. C. Watling, the well-known General Carrier, Railway, Shipping, and Parcel Agent, Removal and Cartage Con-



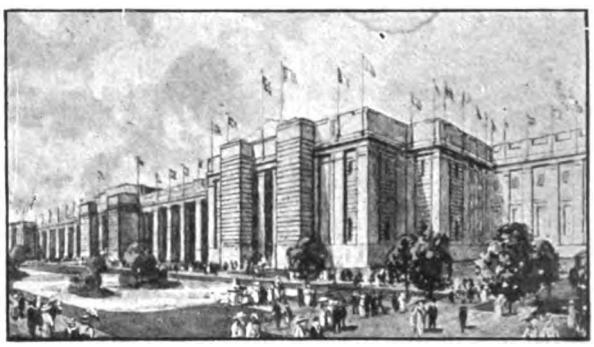
L.V.L. VAN IN NORWICH.

tractor, of Norwich, for the photograph which we reproduce of the L.V.L. 30-cwt. van purchased by him recently for the contract which he holds with Messrs. W. D. & H. O. Wills. Mr. Watling informs us that the vehicle has given entire satisfaction and has attracted a great deal of attention locally as the lettering and workmanship is of a very high order. It may be mentioned that the body work was executed by Messrs. Burrows & Dunn, Ltd., Newman Street, Oxford Street, London, the chassis being made by Light Vehicles, Ltd., Wolverhampton.

The London Cart Horse Parade.—Arrangements have now been completed for holding the Thirty-Fourth annual Parade of London Cart Horses in Regent's Park, on Whit Monday, June 9th next. This Parade is open to all drivers of heavy Cart horses within the Metropolitan postal area. In addition to Brasses given by the Royal Society for the Prevention of Cruelty to Animals, the Suffolk Horse Society will offer premiums for horses of that breed, and the Shire Horse Society will donate premiums for the best horses in the Parade, irrespective of breed. Special additional prizes for firms (not drivers) appearing in the Parade for the first time will be given. Drivers who have been in the employ of the same firm for not less than 25 years will be eligible to compete for numerous Long Service prizes. The closing date for entries at single fees is May 26th, and forms of entry and full particulars can be obtained from the Secretary, London Cart Horse Parade Society, 12 Hanover Square, London, W.1.

Widening Clopton Bridge. — The Minister of Transport, who was accompanied by Sir Lionel Earle on behalf of the Office of Works, recently received a deputation, at which were represented the Town Council of Stratford-on-Avon, the County Council of Warwickshire and the Society for the Preservation of Ancient Monuments, with regard to the proposal to widen Clopton Bridge, Stratford-on-Avon. After hearing the views of the various parties, Mr. Gosling suggested that the Ministry of Transport, the Town Council and the County Council should consult with the Ancient Monuments Board regarding the appointment of an architect to advise on the most suitable course to be adopted.

Temporary Road Signs. — To assist motorists when using roads undergoing heavy repairs, the Automobile Association is erecting temporary traffic diversion signs, indicating alternative routes, or by-pass roads. At the present time these traffic diversion signs are being employed in connection with the repairs proceeding in High



PALACE OF ENGINEERING, BRITISH EMPIRE EXHIBITION.

Street, Watford, and at Tilbury—where the best alternative road from the Ferry towards London is indicated. The information conveyed by these signs is varied according to special requirements.

F. W. & R. A. New Member.—The following firm has been elected to membership of the Furniture Warehousemen & Removers' Association: Mr. George Hillier Parkins, 6 Clarendon Road, Harrow.

Institute of Transport.—On May 20th in the Lecture Theatre of the Institution of Electrical Engineers, Victoria Embankment, W.C.2, Mr. H. F. Hilton, Member of the Council, will deliver a lecture on "Some Phases of Railway Operation."

W. Gammons, Ltd. New Birmingham Offices.—We are informed that Messrs. W. Gammons, Ltd., Road Transport Contractors, 65-66 Basinghall Street, London, E.C.2, have opened branch offices in Birmingham, at 10-12 Holborn Chambers, Broad Street. This has been necessitated by the increased business which the firm is doing with this important district. The Manager of the branch is Mr. E. W. Higgs, who will give personal attention to any enquiries.

Lancashire United Tramways. — We have received a copy of the booklet issued by this well-known motor coach concern whose headquarters are at Atherton, Lancashire. The booklet gives not only particulars of their extensive touring arrangements but is also a guide to the places of interest on the various routes and contains a most useful map of the whole district covered.

Road Risks Illustrated.—We have received a copy of a new illustrated booklet issued by the Royal Insurance Co., Ltd. This book is finely produced with illustrations of the risks taken daily by users of motor vehicles and emphasises the paramount importance of insuring against every possible type of accident.

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Roads to the Docks.

At the Royal Society of Arts, London, on April 30th, Sir Henry Maybury, K.C.M.G., C.B., M.Inst.C.E., Director of Roads, Ministry of Transport, read a paper on "The Victoria Dock District and its Roads."

Mr. Harry Gosling, C.H., M.P. (Minister of Transport), was in the chair and in introducing the lecturer said that whenever great improvement schemes were being discussed some people would say "Now whatever you do be careful not to destroy anything that is old and beautiful—be sure you don't attempt to make any improvements or put any new roads in any place where things that have been regarded for centuries as almost sacred would be interfered with." At a recent meeting at the Ministry, when a famous bridge at Stratford-on-Avon was being considered, there were those who were alive to the necessity for improving traffic facilities and some who said that if they dared to come within fifty miles of where Shakespeare walked they deserved to be annihilated. Believing that we could not have good business unless we had good transport he felt that he was now connected with one of the most serious problems of the day. The question of the roads in the neighbourhood of the Docks was serious, and yet people would come and say "What about the money, who is going to pay for it." He hoped he was not coming to a conclusion too quickly but he was being driven to the opinion that our great main roads (and he hoped they would not think it was socialism) would have to be nationalised and more particularly when he remembered, and he was not only thinking of London but also of the great agricultural districts where big main roads passed through which were not of great value to these particular districts, how many local authorities no longer could nor would find the necessary money. He believed that one great social reform would have to be that we should all have to put our hands into our pockets equally and find the money equally for what was equally necessary for all, *viz.*, the good transport of the country. He felt quite sure that the whole of London would benefit financially if improvements, such as Sir Henry Maybury was about to advocate, could only be brought about. They must feel that the Port was not finished until the avenues for transporting goods to and from the Docks were complete. One calculation which he did not think had yet been made was the amount lost by not having the roads they ought to have.

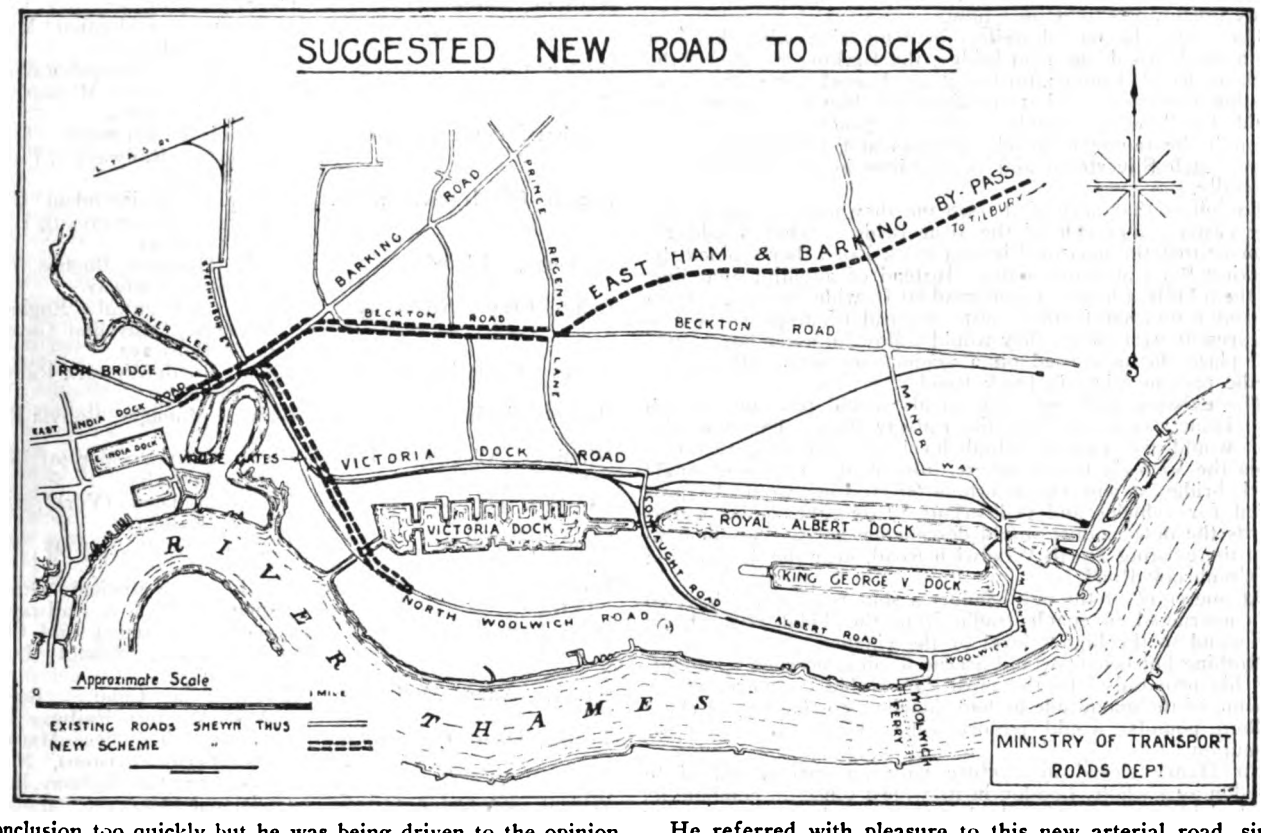
A BIG SCHEME.

Sir Henry Maybury said that his task that night was to deal with the question of road communication in the dock district lying immediately east of the River Lea and known for the greater part as Silvertown, to show what disabilities the district now laboured under and what means of relief might be applied if London as a whole put its shoulder to the wheel.

After referring to some of the stages through which the development of this area had passed in days when its future industrial importance was little suspected, the lecturer said that the Iron Bridge across the Lea had a total width between parapets of 55 ft., and the approaches to it are a constant source of delay, especially to horse-drawn traffic.

This bridge carries the major portion of the traffic between London and the Victoria, Albert and King George V. Docks, as well as the numerous factories in Silvertown, Canning Town, East Ham and Barking districts, and a considerable portion of the road traffic to the Tilbury Docks; it also bears agricultural and market garden traffic between South Essex and London.

In 1921 the Ministry of Transport undertook with the aid of various local authorities, the construction of the East Ham and Barking Bye-Pass which, when completed, will provide a new eastern outlet to this dock district, and will afford spacious means of access to a wide stretch of Thames-side land yet to be developed, and he hoped developed with due regard to the painful lessons of the past.



He referred with pleasure to this new arterial road, since it forms the first chapter in what he trusted would be a comprehensive volume of riverside improvement.

Approaching from the London end the "Iron Bridge" was the funnel through which poured all the streams of traffic bound for riverside and dock destinations from Poplar to Tilbury, and a traffic census taken in December, 1922, showed that the roadway was carrying 32,103 tons of traffic in 24 hours, exclusive of pedestrians. Mechanically-propelled vehicles represented 80 per cent. of this total, showing what a considerable part was still played in the dock district by horse-drawn vehicles.

Proceeding eastwards from the Iron Bridge they encountered at a distance of 200 yards two obstructive features which continually impede the flow of traffic, *viz.*, first the bridge over the railway at Canning Town where a girder projected up into the centre of the roadway, and secondly the right-angled junction of the Victoria Dock Road, the traffic from which surged into the Barking Road, at this already congested and obstructed point on a rather trying up-grade. Confusion and delay were consequently unending.

Turning south down the Victoria Dock Road, which had a carriageway only 21 feet wide where it joined the Barking Road, and where heavy traffic had to swing out widely in order to clear the right-angled corner they found this narrow width maintained for a distance of nearly half-a-mile, when

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they arrived at the sadly notorious level crossing known as the White Gates, a most prolific source of delay—since the entire rail traffic to and from the dock area passed between those gates. On the adjoining roads the line of waiting vehicles often extended over 300 yards towards Canning Town; as many as 130 vehicles had been counted in the queue and the road was completely blocked to traffic for an average of 40 per cent. of the 24 hours, but at the busiest periods of the day the gates were closed for 47 minutes in the hour.

The chief and by far the most notable inconvenience to traffic was caused by the level crossings and swing bridges.

So large a proportion of London's vehicular traffic originated or terminated at the Docks that they might say that delays there produced a retardation of movement throughout the entire Metropolitan area.

Dealing with the subject of possible remedies, Sir Henry said that no cheap cure could be prescribed. Let them begin by widening the East India Dock Road from Leamouth Road eastwards to a dimension of 100 feet, remove the old tortuous iron bridge and build a new structure 100 feet wide in nearly direct alignment with the Barking Road on the other side of the Lea. They ought then to widen the Barking Road to the same dimensions of 100 feet up to the point where it will intersect with a remodelled and re-aligned Beckton Road.

It would be necessary to widen Beckton Road to the same dimension as the East Ham By-Pass, namely, 100 feet, and to straighten out its western end so as to give it a direct discharge into the Barking Road, instead of bending unnecessarily northwards as it does now.

The works he had described in connection with the East India Dock Road, the iron bridge, the Barking Road and the Beckton Road, would afford a clear channel for traffic from London eastwards, and it remained for him to explain what could be done to enable traffic to penetrate southwards through the tangle of level crossings and swing bridges, so as to reach Silvertown and destinations in the dock district generally.

To follow that part of the scheme they must return to the new eastern approach of the Iron Bridge. They would remember that the narrow Victoria Dock Road there joined the Barking Road at right angles. Instead of adopting that line, let them build a boldy curved road 80 ft. wide, springing from a point somewhat further west. Instead of dipping down to the present street level, they would follow an ascending course and place the new road on a viaduct set some 200 ft. east of the present Victoria Dock Road.

The existing maze of cross roads would pass underneath the viaduct, as would also the railway lines. The new viaduct would also pass at a high level over the western outlet from the Victoria Docks, where, instead of the present single track bridge, a new swing bridge 60 ft. wide would be provided for vehicles and pedestrians. From that point southwards the new viaduct would descend by an easy gradient to join the existing North Woolwich Road, near the intersection of Cranbrook Road.

At one point of the new viaduct a spur road would have to be constructed to enable traffic from the Tidal Basin Road to ascend to the higher level of the viaduct.

Nothing but benefit would accrue to all concerned by adopting his proposals. In the most favourable circumstances, a scheme of the magnitude he had sketched, costing two or three million pounds, would require four or five years for its execution.

Sir Henry closed his lecture with an earnest appeal to London as a whole, London in its widest sense, to combine its incalculable resources for the launching of the great improvement scheme which he had described. The project was first and foremost an All-London task.

Diesel Engines for Motor Lorries.

THE following is an extract from the report of the Westminster City Cleansing Surveyor, Mr. F. W. Cable, A.M.I.C.E., C.C.E., to his Council, who recently made a continental tour to study refuse collection and disposal arrangements on the continent:—

"I also visited the Mercedes Works where I saw two things both of particular interest.

"One was a tipping gear, operated as follows:—

"The rear tipping gear, as fitted to 'Mercedes' lorries, consists of a worm and wheel, driven by special shaft from the gear box. The apparatus is fitted about the centre of the chassis, and raises the body by the action of jointed lever arms, which are fitted to cross shafts from the centre of the worm wheel. Owing to the particular design of this tipper, the action is slow lifting at first, the speed of the lift increasing when the lever arms referred to are in the intermediate position. The lift accordingly slows down again after this position has been reached. The drive is automatically put out of gear at the maximum position of tip.

"The other matter of interest was a new engine on a 'Mercedes' lorry running on crude oil, which is of the 'Diesel' or semi-Diesel type. A compressor is fitted to the engine, which supplies the necessary compressed air, and the induction is of course under pressure. No magneto, or sparking plugs, are used in this engine, thus doing away with a very sensitive instrument, which really has no place in the present-day motor lorry engine.

"A 35-h.p. engine, fitted into a standard 2-ton chassis with a bus body was tested, and it was found that at least equal pulling power was apparent, if not a little more, than given by the petrol engine as we understand it, and it was very interesting to note that the vehicle as described covered a considerable distance on roads, some of which were in very bad condition, at a speed of 60 kilometres per hour, which is approximately 40 miles per hour. This vehicle was also fitted with an electric starter, and the engine started up very promptly without any apparent trouble. This engine consumes crude oil as before stated, the cost being one quarter that of petrol, and used 25 per cent. less.

"Should the rights be disposed of to an English firm, this engine might be of great interest to the Council in the future."

Institute of Transport.

LIST of Elections at Meeting of Council held April 7th, 1924.

MEMBERS.

Name.	*Present Occupation.*
Anthony, Philip Arnold	General Manager and Chief Engineer, Federated Malay States Railways.
Bayley, George Anson	Agent, Assam Bengal Railway.
Bell, Robert	Assistant General Manager, L. & N. E. Railway.
Butchart, Peter Steven	Mechanical Engineer, South African Railways, Pietermaritzburg.
Byrom, Charles Reginald	General Superintendent (Passenger & Commercial), L. M. & S. Railway.
Docherty, Richard	Traffic Manager, Buenos Aires & Pacific Railway.
Evans, Ernest Alfred	Chief Mechanical Engineer, Western Australian Government Railways.
Hadow, Frederick Auston	Agent, North Western Railway of India.
Heskett, Arthur Errington	General Manager, Bolivia Railway.
Hindley, Clement Daniel Maggs	Chief Commissioner of Railways in India.
Hornsby, Thomas	Goods Manager (York), L. & N. E. Railway.
Kendall, William	Deputy Agent, Burma Railways.
Preston, William Edward, O.B.E.	Head of Statistical Department, L. M. & S. Railway.
Rose, John Alfred	Assistant Secretary and Chief Accountant, Bristol Docks Committee.
Stewart, Angus Matheson	Engineer-in-Chief, Buenos Aires Western Railway.
Trevor, Digby Bruce, O.B.E.	Deputy Traffic Manager (Southern Division), North Western State Railway, India.
Wilson, Alexander, O.B.E.	Divisional General Manager (North Eastern Area), L. & N. E. Railway.

ASSOCIATE MEMBERS.

Name.	*Present Occupation.*
Broadbent, Walter David	Manchester and District Traders' Confederation.
Carpenter, Henry George	Assistant Traffic Superintendent, Madras and Southern Mahratta Railway.
Davies, Willie	General Superintendent's Department, L. M. & S. Railway (Manchester).
French, Walter Flexman	Director & Engineer, United Service Transport Co., Ltd.
Gibson, Alexander Stevens	Traffic Manager, Kimberley Alexandersfontein Electric Railway & Transport.
Kirby, Ernest Arthur	Transport Officer to City of Birmingham Electric Supply Department.
Mansfield, Henry Herbert	Secretary to the British Traders Traffic Conference.
Sims, Edward Alfred	District Traffic Superintendent, Eastern Bengal Railway.
Smith, Harry	Parcels Agent (Birmingham), Great Western Railway.

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Association of Railway and Forwarding Agents.

Annual Dinner.

THE Fifteenth Annual Dinner of the Association of Railway and Forwarding Agents was held at the Holborn Restaurant, London, on April 11th last. Mr. Alfred Myers, J.P., was in the Chair, and was supported by Mr. Frank Gerner, Mr. Walter Boon, Mr. George Thompson, Mr. James Thompson (Hon. Secretary), Mr. Herd, Mr. Kent, Mr. C. G. Myers, etc.

Amongst the guests of the Association were:—Mr. Newsom (Southern Railway), Mr. Lord (Great Northern Section, London & North Eastern Railway), Mr. Smith (Great Eastern Section, London & North Eastern Railway), Mr. Marks (Great Western Railway), Mr. Geesing (Southern Railway), Mr. Odell (London Midland and Scottish Railway), Mr. Parsons (Great Central Section, London and North Eastern Railway), Mr. Bridge (Southern Railway), Mr. Hackwood (London, Midland and Scottish Railway), Mr. Milligan (London, Midland and Scottish Railway), Mr. F. R. Potter (Great Western Railway), Mr. Follett, etc.

At the conclusion of the Banquet the Chairman submitted the toast of "The King," which was received in the usual loyal manner.

THE ASSOCIATION.

Mr. F. S. Bridge (Southern Railway), who proposed this toast, said that the Association had as guests that evening representatives of the great groups, and the railway companies sincerely wished well for the Association. On the few occasions when he had visited depots of the agents he found parcels to the left of him, to the right of him and all round him, and it was a wonder there were not parcels on the top of him (laughter). The parcels organisation of the City of London was one of the marvels of the transport work of this country, and it was to those who day by day worked that great organisation that the country owed a debt of gratitude.

Mr. Walter Boon, who replied to the toast, referred to the fact that their President, Mr. George Lavington, C.C., was indisposed and unable to be with them. Had Mr. Lavington been present he would have responded to the toast of "The Association." The Association was small in number but large in ambitions. It had been in existence for a good number of years and their ambition had always been to work hand in hand with the railway companies. They felt that they were not in any way competing with the railways but rather were a small cog in the great wheel of transport. The Agents welcomed most heartily suggestions from and co-operation with the railway companies. If the feeling of good fellowship between the railway companies and their recognised agents now existing continued it would be to the benefit of the railways, of the auxiliary agents and he certainly believed of the general public.

THE RAILWAY COMPANIES.

Mr. Alfred Myers, J.P. (the Chairman), who was very cordially received upon rising to propose the toast of "The Railway Companies," said that he would commence by saying how very much they regretted the absence through illness of their esteemed and honoured President, Mr. George Lavington, C.C. They could be quite sure that he would have been with them had it been possible, but he was at home ill and his doctor would not allow him out. Mr. Lavington had wired that he would be with them in spirit and in thought. Mr. J. W. Lovejoy, Mr. Parkhouse and Mr. Brightman were all indisposed, and he was sure they all very much regretted that such dear old friends were unable to be with them.

It was his privilege to propose the toast of the Railway Companies, and he could go back in memory to the time when there were only first and second-class on the railways, and if you wanted to travel third you had to get up at 6 o'clock in the morning. He knew it because he had done it (laughter). In those days he lived at Tottenham and had go to Hornsey, and get there by six o'clock in the morning to catch a train to Lincolnshire.

At that time the Great Eastern Railway Company were good enough to run a third class, but they were almost trucks and some of them had no cover. There was one company operating in those early days that had since been obliterated, actually gone and it was a large company—he referred to the Midland (laughter). But the Midland did the public an excellent turn and one that would never be forgotten for he remembered when it was announced that they would run third-class by every train. He did not know whether there was a Clearing House in those days, but it did not sound like a Clearing House resolution; at any rate the Midland had the courage to break forth on their own and start it. Of course others followed suit very quickly.

Great alterations had taken place in the railway world within the last few years. They were combined into four sections, each of which was represented at their Dinner that evening by officers who had earned their experience and the positions they now occupied. To-day duffers were not in good positions. They had been sorted out, but they found all their best friends still in excellent positions. They were gentlemen who controlled vast millions and looked after the shareholders.

There had lately been talk about bad trade but they all knew it was improving and they wished their good friends, the railway companies, every prosperity. He must congratulate them upon one thing and that was that Parliament was going to make the public pay the railway fares of members of the House, when they wanted to go home. There would thus be a lot more travelling because when a man could go down to his home, perhaps in Scotland, for nothing he would thoroughly enjoy his week-end. The London & North Eastern Railway were so bucked at this that they had given orders for the largest engine that had ever been built in the British Isles (laughter). They knew very well, as did also the public, that their express trains would now be overloaded.

Mr. Hackwood (London, Midland & Scottish Railway), replying first to the toast, said that he would ask their Chairman to convey to their dear old friend, Mr. George Lavington, their sincere regrets at not meeting him that evening. Their Chairman had been graciously pleased to mention the Midland Railway Company, which he had the honour of representing when there was such a Company. He was not exactly objecting to their Chairman's remarks when he said that the Midland were out of it, yet he thought they would all agree, that when they saw the words "London, Midland and Scottish" it was apparent that the Midland had not gone out but remained absolutely in the centre of things.

Benefits no doubt had accrued to the British public since the grouping of the railways. Passenger fares had been reduced in the last year or so; they had twice reduced goods rates and provided excursion facilities equal at least to pre-war. He thought that the groups had put their energies into trying to find employment, and voluminous orders for engines, rolling stock, steamers, etc., had been placed.

He would like to give them one or two figures, to show that the railways were doing something to-day. During the year 1923 they moved roughly fifty-nine million tons of general merchandise, *i.e.*, goods traffic. Their total freight tonnage, which included coal and other minerals, amounted to no less than 343 million tons; passengers originating on their own line 1,001 millions; livestock 22 million heads.

Mr. Lord (Great Northern Section, London and North Eastern Railway), who also replied to the toast, said they had still with them old time agencies. To many the name of "Myers" might not be familiar. If their Chairman were pointed out to some people they might turn round and say "Myers," never heard of him, that is not Myers that is "The Angel." He thought they would all agree that Mr. Myers deserved that title (applause).

THE VISITORS.

Mr. James E. Thompson (Hon. Secretary), proposing the toast of "The Visitors," said that it was one of the principal toasts. It was very unfortunate that several of their railway friends were unable to be with them that evening. He was very pleased to see many visitors present. Their Association, although small in numbers, was strong in friendship, so much so that it would be found that since the inception of their organisation the pleasure of a good number of visitors at their Annual Dinner had always been theirs. As Hon. Secretary he welcomed the visitors and he trusted that they would spend a very enjoyable time.

The toast was responded to by Mr. A. G. Wise and Mr. Isaacs.

THE CHAIRMAN.

Mr. F. R. Potter (Great Western Railway) proposed the toast of "The Chairman," which was received with great enthusiasm.

Mr. Myers, who was visibly affected by the warmth of his reception, said: Mr. Potter, Mr. Vice-Chairman and gentlemen, I feel rather embarrassed after the very kind speech made by my friend Mr. Potter. I can only tell you this, that it has been a great pleasure to preside over you. I look upon you all as my friends and I love you all. I thank you for the kind way in which you received this toast, and I can only say that I fully appreciate every word that has been said. I thank you very much.

The speeches were interspersed with a capital musical programme under the direction of Mr. Phillips, one of the most enjoyable items being a pianoforte solo by little Miss Marjorie Thompson, a daughter of the Hon. Secretary.

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The Furniture Warehousemen and Removers' Association.

THE following are extracts from the twenty-fourth Annual Report of the Furniture Warehousemen and Removers' Association to be presented at the Annual General Meeting on May 21st.

Obituary.—It is with deep regret that your Committee have to record the deaths of Mr. Albert Taylor, who was President of this Association 1901/2, and a Member of the Executive Committee since the formation of the Association; also Mr. T. R. Hicks who served on the Committee and took an active part in the working of your Association for a number of years.

Membership.—The number of Members now on the books of the Association is 872, of which 16 have been elected during the past year.

Industrial Position.—During the past year wages have been dealt with in accordance with the Sliding scale agreed upon with the Trade Unions. Unfortunately disputes have arisen in regard to the 48 hours' week and also in regard to the payment of what is termed "Radius Money." These questions are still before the Interim Industrial Reconstruction Committee, but no decision has yet been reached. It is, however, necessary to point out that a Bill has been introduced into the House of Commons to make a 48 hours' working week compulsory, in agreement with the International Convention signed at Washington a few years ago. In respect of Wages Agreements, your Committee have always maintained that any Agreements arrived at by the Interim Industrial Reconstruction Committee should be made binding upon the whole of an Industry. This view has also been held by the Association of Joint Industrial Councils and Interim Industrial Reconstruction Committees, a Bill on these lines having been introduced into the House of Lords during the last Session by the Rt. Hon. Lord Islington. A new Bill has been drafted and introduced into the House of Commons by Mr. Murrell, M.P., and the Second Reading is down for Friday, May 30th. By this Bill when any Wages Agreements or other matters have been settled by the Industrial Councils, the procedure is that Application shall be made to the Minister to make an Order with or without modification giving legal effect to the agreement submitted to him. In other words the whole Wages Agreement would be made statutory.

New Rules and Bye-Laws.—Following on the decision of the last Annual Meeting, subsequently confirmed by the Extraordinary General Meeting, re Article 10 of the Constitution, your Committee have pursuant to that Article made the following Bye-Laws—

1. Any Member raising the question as to the conduct of another Member under the above-mentioned Article shall give notice thereof to the Secretary, giving such details, dates and acts complained of as the Committee may from time to time require.
2. No complaint shall be made later than three calendar months after the matter complained of has come to the knowledge of the complainant.
3. If the Committee are of opinion on consideration of the letter of complaint and any further particulars furnished by the complainant that no reasonable ground of complaint is formulated or that the complaint is otherwise frivolous or vexatious the Committee may dismiss the complaint forthwith.
4. If the Committee are of opinion that the case is of such a nature that it can properly be determined without a hearing they may dispense with a hearing and may determine the matter summarily.
5. If the Committee are of opinion that a hearing is necessary they shall cause a copy of the complaint and any further particulars furnished by the complainant to be sent to the Member concerned and shall invite such Member to make such observations in writing upon the complaint as he may think fit within ten days after the sending of the said complaint.
6. If the Committee decide that a hearing is necessary they shall fix a date for the hearing and shall invite both the complainant and the Member complained of to attend such hearing. The notice of the hearing shall not be less than seven days.
7. At the hearing either party may appear in person, or by giving five days' previous notice to the Secretary, may appear with a representative.
8. The matters shall be investigated in private and no person shall be present at the hearing other than the Members of the Committee, the Secretary, the shorthand writer, the parties concerned, any witnesses they may call, and their respective representatives.
9. If either party to the complaint does not attend the hearing the Committee may hear, investigate, and decide the matter in the absence of such party, or adjourn the hearing as they may decide,

and Rules—

1. That on and from the 31st day of March, 1924, every Member of the Association shall adopt and embody in all Estimates given for Removal and Storage of Household Furniture and Effects, the Conditions as recorded in the Association Year Book for 1923-24, or as may be amended by the Executive Committee from time to time. Such Conditions shall be the minimum Conditions, but Members may add any other special conditions provided they in no way prejudice any of the minimum Conditions.
2. That on and from the 31st day of March, 1924, no Member of the Association shall undertake to remove household furniture and effects from the Depository of another Member except with the consent of the Depository owner.
3. That on and from the 31st day of March, no Member of the Association shall advertise in or publish any announcement in the Public Press for Return Loads or publish any announcement of vans travelling to or returning from any specified place in the British Isles.
4. That when Legal advice is required under the special arrangement made with solicitors, it shall be a condition precedent that the Standard Conditions and Contract Form shall have been used in connection with any such case unless the Executive Committee exercise a discretion to give such assistance."

Provincial Centres.—During the past year two new centres have been opened, one at Southend to cover South Essex, and the other at Ipswich to cover the eastern parts of Norfolk and Suffolk.

Legal Advice and Assistance.—The advantages accruing from the arrangement made have been widely utilised by an ever increasing number of Members, but unfortunately in a considerable number of cases the Conditions adopted by the Association have not been signed by the clients. This is a very serious matter and one that does not permit of the full advantage being taken of the Legal assistance that would otherwise have been the case. Your Committee have had their special attention called to this by Solicitors, and after due consideration they have been compelled to make the following rule:—

> That when Legal Advice is required under the Special Arrangement made with Solicitors, it shall be a Condition precedent that the Standard Conditions and Contract Form shall have been used in connection with any such case, unless the Executive Committee exercise a discretion to give such assistance.

Roads, Bridges and Ferries. — Several matters connected with Bridges in various parts of the Country have been taken up with the Ministry of Transport, and it is satisfactory to know that steps have been taken with a view to the improvement of certain bridges which will be to the advantage of our Members and motor traffic generally.

Estimators Examinations and Certificates.—In an endeavour to bring the present rather haphazard method to a more precise and accurate system of costing for Estimates, and so eliminate one fruitful cause of undercutting; to provide a test by which an employer can judge of a man's capabilities; and at the same time raise the status of an Estimator to that of a skilled man, your Committee decided to hold examinations from time to time in the Practice and Theory appertaining to a Removal Contractor's employment and to grant certificates to successful candidates.

For the first two years certificates are granted under two classes, viz.:—

1. After Examination.—To persons over 21 years of age, who have been engaged in the business of Furniture Removing and Storing of Household Effects for 3 years, and who pass the required Practical and Theoretical Examination.

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2. Without Examination.—To persons who have been engaged in the business of Removing and Storing of Household Effects for a period of not less than Twelve years, and who possess the necessary qualifications and whose previous and present Employers, or other persons engaged in the industry, answer satisfactorily the Questionaire as to their ability on various matters.

The Certificates "Without Examination" are to be issued for *two years only*, after which those who pass the Examination alone will be able to obtain same.

The first examination was held in February, when 11 Applicants were examined, of whom six passed, and to whom Certificates have been granted.

Trade Charges. — Owing to the dissatisfaction expressed as to the existing Trade Charges at present made between Members, a form was issued requesting various information on the matter. A number of replies have been received and tabulated, which are having the careful consideration of your Committee.

Railway Matters. — (Railway Consignment Notes).—The Consignment Notes that will more particularly affect this Industry are those termed (B) Goods carried at owner's risk, and (E) Goods not properly protected by packing. These have been settled by the Railway Rates Tribunal during the past year, and although the Traders were not able to get all of the alterations they wanted, the explanations given by the Railway Company and noted by the Tribunal, relieve the Notes of many objections taken thereto. It is, however, gratifying to know that the Traders did succeed in obtaining many alterations to the Drafts presented by the Railway Companies.

Joint Railway and Traders' Panels have been set up in many parts of the Country, and representatives of this Industry have been elected Members of the Panels.

Propaganda by the Association.—In view of the necessity of educating the public to the advantages of employing well-established Contractors for their removals and warehousing, your Committee have explored many avenues bearing on this question. It is a wide and complicated one, and already certain Publicity Firms have spent a considerable amount of money in putting forward various suggestions, but your Committee have not, for certain reasons, including that of cost, been able to see their way to accept them. A pamphlet on Removals and Storage has been drawn up by your Committee in order that it could be used by Members in bringing to the notice of the public the important points and other matters connected with removals and storage with the object of obtaining for the Members of this Association the work which is now being done by outside firms and many small contractors who are not properly equipped for the work they undertake.

Conditions for Removals and Warehousing.—Solicitors having had occasion to examine these Conditions, suggested various amendments which your Committee have carefully considered and adopted. Placards containing the conditions for exhibition in Offices, similar to the practice adopted by the Railway Companies, are now issued by the Association, the name of the firm being inserted at the top. These placards can be obtained from the Secretary, at a charge of 11d. each, including postage.

Superannuation Scheme.—The suggestion having been put forward that a Superannuation Scheme to cover all clerical workers in the Industry should be arranged, the matter will be discussed at the Annual General Meeting with a view to ascertaining Members' views and suggestions in regard thereto.

Apprenticeships.—With a view to advancing the status of the Industry and to placing it on a higher plane, your Committee have under consideration the adoption of Apprenticeships within the Industry. All those who are prepared to consider the acceptance of Apprentices to learn the removal and warehousing business have been asked to register with the Secretary any particulars they would like to be noted. The question of a proper Form of Indenture will be considered later.

Year Book, 1924-25—The new Year Book will be published at the earliest possible moment. Members are requested to send full particulars at once of their various Branches with telegraphic addresses and telephone numbers, so that these particulars may be correctly inserted in the new issue of the Year Book. Extra copies will be sold at 6/6 per copy.

Annual General Meeting.—The Annual General Meeting will take place at the Royal Pavilion, Brighton, on Wednesday and Thursday, May 21st and 22nd, 1924.

(Note.—The full programme appeared on page 217 of our April issue.—*Editor*, WORLD'S CARRIERS.)

The Lancia Tetraiota Chassis.

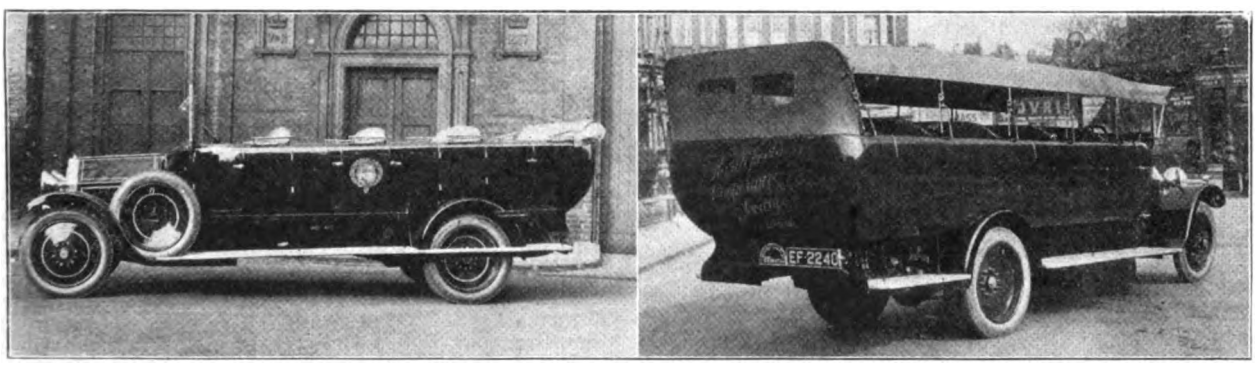
THE Lancia Tetraiota type chassis is intended specially for passenger work. Though it is somewhat difficult to describe the difference between a chassis intended for both goods and passenger work and one built specially for passenger work, yet it is very easy for the merest novice to realise that the Lancia chassis is intended specially for passenger work if he has had the privilege of riding on one.

The flexibility of the springs is one of the special features which, in combination with the pneumatic tyre equipment, make the riding extremely comfortable. The quick acceleration of the engine and very easy steering enables the vehicle to be handled in traffic as easily as any first-class touring car and, moreover, without changing from top gear, the speed of the vehicle can be slowed down to as little as four miles per hour. The chassis is in fact as near the ideal as one could possibly find for passenger work and we are not at all surprised that it is a favourite in this country amongst coach proprietors running first-class services.

The Lancia is built in Italy and the sole concessionnaires in this country are the Curtis Automobile Co., Ltd., 18 Berkeley Street, London, W.1.

The chassis is suitable for coaches of from 14 to 20 seating capacity. It is particularly simple in construction though robust in every respect; in fact it is built for a load capacity of 2½ tons.

The engine fitted is a Lancia model of 35 h.p. It is a monobloc 4-cylinder casting of very pleasing and clean appearance. The bore is 110 mm. and the stroke 130 mm. The R.A.C. rating is 30 h.p. and the 35 h.p. is developed at 1,200 r.p.m. The cylinder head is detachable and held in position by 21 holding down bolts. The crank shaft has three bearings of liberal dimensions. The pistons are made of an aluminium alloy. The camshaft, magneto drive, water pump and dynamo are driven by helical distribution gears, contained in an oil-tight casing. The valves are side by side and interchangeable; the tappets are provided with rollers. The valve mechanism is



LEFT: A 14-SEATER LANCIA COACH BEING ONE OF FOUR SUPPLIED TO THE SOUTHERN & WESTERN RAILWAY OF IRELAND. RIGHT: AN 18-SEATER LANCIA FOR HARTLEPOOL'S CO-OPERATIVE SOCIETY.

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enclosed by a detachable aluminium cover. A Zenith triple diffuser carburetter is fitted and a high tension Bosch ZU.4. type magneto, both on the off side of the engine.

Lubrication is of the full pressure system to all main and big-end bearings and gudgeon pin bearings. The oil is drawn, by a camshaft-driven pump, through a filter, from the sump and is forced through the hollow crankshaft to the main bearings and through oil pipes, fixed to the connecting rods, to the gudgeon pins. There is an oil gauge on the dash. The oil supply is automatically regulated to varied engine speeds by a patent device controlled by accelerator pedal movement; constant pressure also is automatically controlled.

Cooling is by centrifugal pump, a honeycomb radiator and is assisted by a two-bladed wooden fan. The flywheel spokes are also vaned for free passage of air.

The clutch is of the multiple disc pattern, the plates of which are alternately fabric and steel.

The gearbox is extremely compact and provides four speeds forward and a reverse. The front portion is provided with arms which are bolted to the engine bed so forming one unit. The change gear is the gate type with centrally placed lever. All shafts are mounted on double thrust ball bearings.

Transmission is through a solid propeller shaft, with universal couplings, to a 4-star type differential and final straight bevel drive to the rear axle. The differential is enclosed in a two-piece cast steel casing. The torque member is of pressed steel and is held at the rear between the two halves (vertical) of the back axle casing and at the forward end it is spring suspended from a frame cross member. The back axle is of the semi-floating type.

Suspension is by semi-elliptic front and rear springs. The rear springs are 4 ft. 7 ins. long and the front springs 3 ft. 4½ ins. long and very flexible.

The hand brakes operate on 16¼-in. rear wheel drums and have Ferodo faced internal expanding shoes. The foot brake is of the internal expanding type in a transmission drum 13¾-in. diameter and of 4½-in. surface. Control is by steel cable to both brakes. The hand brake lever is also mounted on top of the gear box.

The frame is of pressed W-shaped steel.

Steering is by worm and worm wheel.

The equipment includes a dynamo and battery lighting and starting set.

The chassis is mounted on Michelin twin disc wheels at the rear and single discs at the front carrying Michelin pneumatic tyres 895 mm. by 135 all round.

Commercial Motor Users' Association.

18th Annual London Parade.

THE usual luncheon preceding the parade was of a more elaborate character than in previous years. In addition to the judges and officers of the Association, a number of guests were invited, including the Minister of Transport, Mr. Harry Gosling, Sir Joseph Broodbank, President of the Institute of Transport, Mr. H. M. Hobson, President, Society of Motor Manufacturers and Traders, Mr. H. G. Burford, President Institution of Automobile Engineers.

Mr. W. McDowall, Chairman of the London and Home Counties Parade Committee, presided. The toast of "The Association and its Parades" was proposed by Mr. Gosling, who referred to the great value of such organisations. To get things done it was necessary to get men together and a strong Association could make its views felt and eliminate the crank. One of the functions of the Association, he understood, was to keep the Ministry of Transport in order, and it was exceedingly useful to a Ministry to know that if it held an inquiry it could be sure of securing representative men to serve on that inquiry through such associations.

He understood that the Association felt very strongly because after inquiries had been held and reports presented it was impossible to get legislation through. He could promise that if the Government were allowed to go on for any length of time, everything would be done by the Ministry of Transport to ensure that some of the reforms the association asked for would be brought about.

Mr. E. S. Shrapnell-Smith, C.B.E., President of the Association briefly responded. The toast of "The Guests" was proposed by the Chairman, and Major C. B. Toms, O.B.E., Vice-Chairman, London Van Horse Parade Society, replied. Col. R. E. B. Crompton, Past-President of the Association, proposed the toast of the Chairman, Mr. McDowall, who expressed his thanks.

All those taking part in the Parade, whether as organisers, exhibitors, or manufacturers of vehicles, had every reason to be very well satisfied with the display provided. 130 vehicles were paraded, of which 114 were petrol and 21 steamers. There were no electrics. Some of the mileages were remarkable, particularly three Tilling-Stevens entered by Thos. Tilling, Ltd.; one of these vehicles had run no less than 286,500 miles, a distance equal approximately to about eleven journeys round the world; the next had covered 255,400, and the third 249,600 miles; judging from appearances they were still in good condition. As for the mileages of other vehicles paraded, upwards of 100,000 was not at all an unusual figure.

The outstanding features of these parades, much more developed this year than in previous years, is the smart appearance and super cleanliness of the vehicles, carried to such an extent in fact that one wonders whether or not it is cleanliness and polish that counts most. We have been told, however, that cleanliness is the outward and visible sign of inward and spiritual grace, and all we can say is that we hope it is so. We could only wish that the appearance of the paraded vehicle was a sure sign of the prosperity of the carrying trade but unfortunately only very few vehicles were shown by genuine carriers and these belonged to very old established firms who were able, no doubt at some sacrifice, to spare the vehicles for the few hours necessary. Thos. Tilling, Ltd., to whom we have already referred, showed twelve vehicles all of the Tilling-Stevens' make. Carter, Paterson & Co., paraded three Leylands. The other firms showing were more or less only incidentally connected with the carrying trade, that is to say they had not to make direct profit out of their haulage work, though undoubtedly they have, owing to the facilities offered by road transport, found the new method of transport of the utmost value to them and this, in itself, is a high testimony to road transport and should be good for the trade and justify the holding of the parade. It would undoubtedly be more interesting, however, if the Commercial Motor Users' Association would publish the method adopted by the judges of arriving at their decisions, that is to say, they might very well state how many marks they allot under each heading, such as condition of engine, springs, wheels, bodywork, transmission, general appearance and so on. We think if such details were published there would be more general satisfaction with the awards. Undoubtedly there is a growing impression that cleanliness and polish account most, and for this reason the carrier proper takes little interest in the parades—the London parades more particularly.

Messrs. Thos. Wethered & Sons, Ltd., are to be congratulated on securing the Challenge Cup for the third time and also the C.M.U.A. silver medal; and the "Shrapnell-Smith" Challenge Cup was for the second time secured by the three Wethered drivers, J. Lennard, H. White and J. Tubb. Furthermore, Mr. V. B. Butt, chief engineer to Messrs. Wethered's was for the third time awarded the C.M.U.A. silver medal—the engineer's prize. It is only fair to mention that Messrs. Wethered's team of vehicles is not specially prepared for parade on these occasions, but is always maintained in the same high state of efficiency and cleanliness. Other awards were as follows:—"Runners-up" team, Shell-Mex, Ltd., with a Leyland team, the driver's of which were awarded £1/10/0 and a souvenir medal each. The third team consisted of A.E.C.'s, the property of Messrs. M. & W. Mack, drivers J. Connor, F. Russell and T. Ashton. Fourth team, Shell-Mex, Ltd., with Thornycroft vehicles, drivers E. Robinson, H. J. Ravening and W. F. Tamsett; Fifth team, Thos. Wethered & Sons, Ltd., with Thornycroft vehicles; Sixth team, Brandon's Putney Brewery, Ltd., with Leyland vehicles; Seventh team, Gas, Light and Coke Co., Ltd., with Straker-Squires; Eighth team, British Petroleum Co., Ltd., with Leyland; and the Ninth team, Thos. Tilling, Ltd., with Tilling-Stevens' vehicles. The drivers of the fifth to the ninth teams were awarded 15/- each. The drivers of the tenth to the twentieth teams were awarded 10/- each, the drivers of the twenty-first to the thirtieth teams were awarded 5/-, and of the thirty-first to the fortieth, highly commended.

Coal Haulage at Swansea.—The Stores Committee of the Swansea Corporation has accepted tenders for coal haulage submitted by Messrs. J. Hayes, Swansea; Bromham Davies & Co., Swansea; Davie & Co., Swansea, and Thos. Evans, Fforestfach.

Brilliant Car Lights.—Burnley Corporation tramdrivers have complained of the detrimental effect on their eyes by the brilliant lights used on motor cars, and the town clerk has been authorised to communicate with the Automobile Association on the matter.

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Photos. C.M.U.A. 18TH LONDON PARADE. [WORLD'S CARRIERS.

1.—Wethered's Brewery "Thornycrofts," winners outright of the "Commercial Motor" Challenge Cup.
2.—Anglo-American "Fodens" and British Petroleum "Yorkshires."
3.—Shell-Mex "Thornycrofts" left, and on right two prize-winning "Leylands."
4.—A fine team of "Garrett" under-type steamers.
5.—A fine fleet of "Guys."
6.—A view of portion of the Parade Ground. British Petroleum "Daimler" and "Dennis" vehicles in foreground.
7.—"Scammell" six-wheelers.
8.—A group of "Tilling-Stevens."
9.—Left—A team of Robey's which help to keep the home fires burning. Team of Allchin's—right.
10.—A section of the Parade. Carter, Paterson & Co.'s "Leylands," which have each completed 100,000 miles, in foreground.

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The London Van Horse Parade Society.

Annual Easter Monday Parade.

THE annual parade of London Van Horses, was held in the Inner Circle, Regents Park, on Easter Monday, April 21st.

The parade, the sixteenth of its kind, was the most successful the Society has yet held, all previous records for the number of entries on parade being broken, the total number being 645, an increase of 25 over last year's figures. These comprised 527 single horse vans, 102 pair horse vans, and an entirely new section comprising 16 barge horses (each of which obtained a first prize), making a grand total of 747 horses on parade. All previous records for first-prize awards, which carry with them the much coveted brass merit badges presented by the N.S.P.C.A., were also broken. These first-class awards are by no means easily won, and the fact that each year the number increases is ample proof of great improvement in the standard set by the Society and eloquent testimony to its splendid work and far-reaching influence. An encouraging feature also is the large number of small owners who successfully compete. The work of inspecting and judging so large a muster of our dumb friends was no easy task, and the parade committee and the secretary, Mr. R. A. Brown, are to be congratulated upon the admirable manner in which the parade was arranged and carried out. Commencing at 8.30 a.m. with the veterinary inspection carried out by E. A. Batt, Esq., M.R.C.V.S.; C. Cunningham, Esq., M.R.C.V.S.; A. E. Gostling, Esq., M.R.C.V.S.; W. J. Halton, Esq., M.R.C.V.S.; J. W. McIntosh, Esq., M.R.C.V.S., and E. Alfred West, Esq., M.R.C.V.S., the proceedings for the day went forward without a hitch, the judging being concluded by noon. We illustrate several views of the judging enclosure, showing turnouts, entered by well-known firms in the carrying trades, passing the judges for inspection. The following gentlemen kindly officiated as judges:—Sir Gilbert Greenall, Bart., C.V.O.; Sir George Hastings; Sir Edward Stern, Bart.; Col. C. E. G. Norton, C.B. (Director of Remounts); Lt.-Col. Percy Laurie, C.B.E., D.S.O.; Lt.-Col. A. E. Erskine, D.S.O.; Mr. James Ellis; Mr. A. J. Baker and Mr. F. W. Stanley, M.R.C.V.S.; with Mr. R. S. Tilling and Mr. Frank Ward acting as referees. The parade of prize winners immediately followed the judging. Lady Duckworth graciously presenting the prizes. We illustrate a veteran Tilling vanman receiving his prize, also a smart Pickford turnout which also received a first prize. Among other well-known firms, whose turnouts were also first-prize winners, were Messrs. Carter, Paterson & Co., Ltd.; C. A. Wells, Ltd.; Chas. Webster, Ltd.; Herd, Gerner & Co.; A. E. Gains; J. Street; G. W. Jenkins; W. H. Smith & Sons; L.N.E.R.; Metropolitan Railway; Lomath Bros.; Buchanan & Co.; Schweppes, Ltd., etc. Subsequent to the parade the usual luncheon took place in the Royal Botanical Societies' Pavilion, Sir Gilbert Greenall (Chairman) presiding. Lt.-Col. Laurie, in proposing the toast of the Society, coupled with the name of the Chairman, referred to the records set up. There had been, he said, the largest number of entries and more red rosettes had been awarded than ever before. That the work of the Society was on the right lines was evident from the improvement seen that day.

Sir Gilbert Greenall, in responding, said that the conditions of the horses shown was an index to the care that had been taken by the men who had charge of them. He thought it would be a long time before motors did away with the horse. London, he thought, would be a poor place without them. In referring to the work of the Society he said it was doing a good and valuable work. It was essential, however, that it should have more subscriptions and increased support.

Major W. H. Acland proposed the toast of the Judges, Veterinary Surgeons, Stewards, and the Secretary (Mr. R. A. Brown), Sir George Hastings responding.

The objects of the Society are to improve the general condition and treatment of light van horses and to create amongst the vanmen a keen interest in the horses which they have under their care.

The parades are open to all vanners, and any of our readers who employ the vanner type of horse are cordially invited to enter for these annual parades. The Society is maintained entirely by voluntary contributions. The increasing number of entries year by year, and the ever-growing percentage of awards which is undoubtedly the direct result of the great and valuable work done by the Society since its formation, is a great drain upon its resources. Funds to carry on this excellent work are urgently needed, donations however small will be gratefully received on its behalf by the secretary, Mr. R. A. Brown. The offices of the Society are at 12 Hanover Square, W.1.

A Roomy Vehicle for Light Loads.

CERTAIN classes of manufactured articles are exceedingly light in proportion to their bulk, and even now very little is being done to meet the requirements of this class of commercial motor user, we are therefore pleased to draw the attention of our readers to a very interesting six-wheeled box van built for the purpose of carrying cardboard boxes. The vehicle has been built for Messrs. Robinson & Sons, Ltd., Chesterfield, who are one of the largest manufacturers of cardboard boxes in the country, by Martin & Company, automobile engineers and body builders, 34 Cecil Road, Acton, London, W.3.

The tractor chassis is a standard Ford. The body on the trailer attachment measures 16 ft. long by 6 ft. wide and 7 ft. high. The design is made to resemble a metal-edged cardboard box complete with lid.

The body is painted to a cardboard shade and finished at the corners with sheet aluminium cut to resemble the metal edging by which the sides of a cardboard box are joined. The two side panels and the tailboard are painted and lettered to represent labels, and the completed vehicle consequently bears a perfect resemblance to a cardboard box, and as such creates a considerable amount of attention when on the road, forming a splendid advertisement.

THE MARTIN PATENT BODY FOR LIGHT BUT BULKY LOADS.

The framework of the body is constructed on Martin & Company's patent integral construction principle, being formed of lengths of angle iron, built to a box section, suitably gussetted at the corners. Wood fillets are inserted in the angle iron to allow for attaching the mahogany panels forming the sides of the body.

The roof is constructed of Silver Spruce, tongued and grooved with the usual weather-proof covering. Semi-concealed doors to lift off are fitted towards the front of both sides of the body to facilitate loading and unloading.

The advantages of this special construction lie in the fact that the body is absolutely rigid, there being no lateral distortion when one of the trailer wheels is jacked a foot or so from the ground. The makers state that such rigidity is not possible with a body constructed of wooden frame work, and they claim that the body will last for an indefinite period, and that the paint work will keep intact very much longer than in the case of the ordinary body subject to distortion. The brakes of the trailer portion are connected direct to the hand brake lever of the Ford chassis. The Ford chassis itself is fitted with four wheel brakes so that braking is applied to all six wheels simultaneously.

This type of construction is suitable not only for covered in bodies but also for lift vans.

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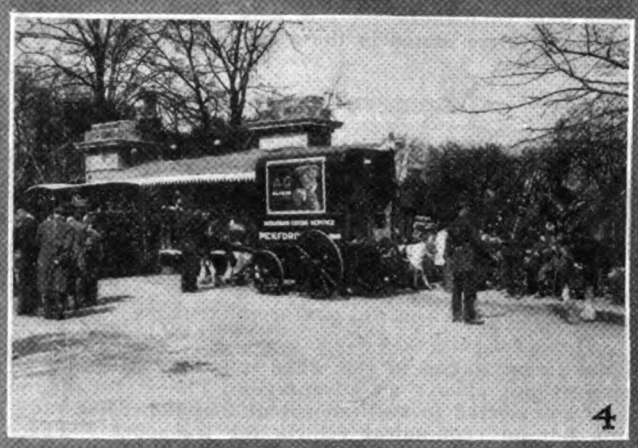

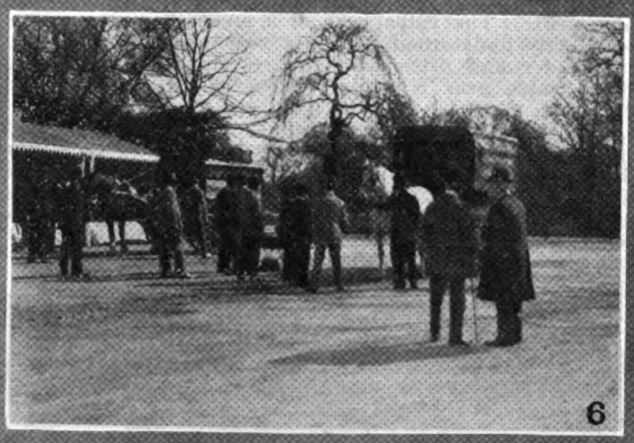

Photos] LONDON VAN HORSE PARADE. [WORLD'S CARRIERS.

1.—Lady Duckworth shows keen interest in the barge horses.
2.—A Thomas Tilling turn-out receiving a first prize.
3.—A few of Messrs. Carter, Paterson & Co.'s entries.
4.—Messrs. Pickford's first-prize winner passing the Grand Stand.
5.—Three of the sixteen barge horses, all of which received a first prize.
6.—Entered by Messrs. Charles Webster, Ltd.
7.—Pairs entered by Messrs. W. H. Smith & Sons.
8.—A smart turn-out by Messrs. Thomas Tilling, Ltd.

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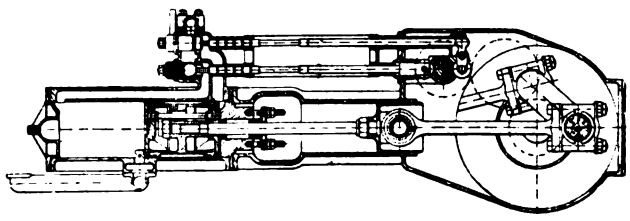
Atkinson Uniflow Steam Wagon.

THE aim of the commercial motor user should be to acquire a vehicle embodying simplicity in design and providing trustworthiness in operation. The robust construction of the British steam wagon has always appealed to the heavy transport user, provided the work upon which he wishes to use it is suitable. The mechanical haulier has a preference for the steam wagon because he knows that little short of a broken crank shaft or axle will prevent it from getting home—in short, there is more tolerance in respect to the vehicle's ability to "get along" than the internal combustion engine vehicle. There are fewer vital parts in its construction, and such vital parts as there are, are not so delicate as those in the internal combustion vehicle and, therefore, the steam wagon is more suitable for rough work. These are, briefly, the arguments in favour of the steam wagon, there are others of course, including economy in operation, but the economy in operation is closely interconnected with robustness.

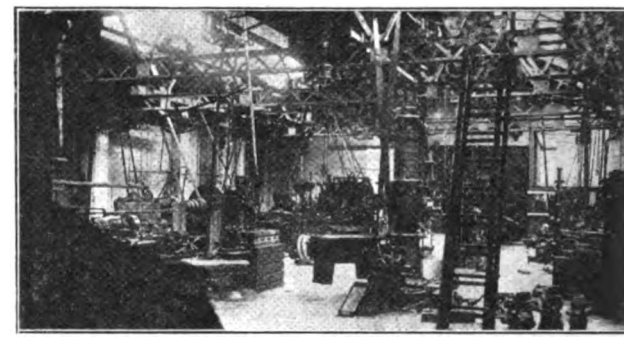
We have often stated in these columns that the ability of the steam wagon to run when it is in a bad state of repair is not always an advantage. The steam wagon may be neglected to such an extent that it becomes anything but an economical vehicle for transport. There is often a great waste of steam because of slack in the valve gear. The valve gear of a steam engine is often imperfectly understood by those responsible for keeping it in order and often also the resetting and adjusting of the valve gear is neglected because it is not easily accessible.



SECTIONAL DRAWING OF THE ATKINSON "UNIFLOW" ENGINE.

We have frequently given it as our opinion that the Atkinson Uniflow steam wagon is an advance in steam wagon design, making for economy in operation, and we will endeavour to explain why we have been led to come to this conclusion. The ordinary steam engine has a steam-port at each end of its cylinder and the inlet port also acts as the exhaust port. The inlet and exhaust valves are operated by a more or less complicated system of gear. The uniflow engine has inlet valves only, consisting, in the Atkinson Uniflow, of glass-hard spring loaded steel balls actuated and controlled by a simple arrangement of push rods and cams. The exhaust port is in the centre of the cylinder and, as will be seen from the accompanying line drawing, the piston itself acts as the exhaust valve, uncovering the port when the piston has reached the end of its working stroke. The piston itself has a centre core to relieve pressure on what would be, in an ordinary engine, the scavenging stroke but yet retaining sufficient steam to provide an effective cushion. By this valve system the working parts are reduced to a minimum and provision is made so that they run continuously drenched in oil.

The most important feature of the Uniflow engine is that the hot steam flows in one direction only—towards the exhaust ports—resulting in a uniformly decreasing temperature from each end to the centre of the cylinder barrel. It is this physical peculiarity which accounts, to a very large extent, for the high economy of the engine. In ordinary steam engines the ends of the cylinders are alternately heated and cooled, because the cold exhaust has to be expelled from the same end through which the hot steam was admitted, often through the same port or channel, with the result that there is a great amount of heat wasted. It is claimed by the makers of the Atkinson Uniflow engine that it consumes 20 to 30 per cent. less steam or coal than a compound engine of equal power. The Uniflow engine, therefore, has two very valuable assets, the one being the absence of eccentrics, link motion or slide valves and, therefore, there is none of this apparatus to get out of order or requiring frequent adjustment, and the second advantage is the conservation of heat as above explained. The steel ball valves are practically everlasting as their seating area is constantly changing. The cylinders are self-draining and the only attention the engine requires is the occasional replenishment of the crank-chamber with oil.



PART OF THE ATKINSON MACHINE SHOP.

The Atkinson boiler is of the vertical type with cross tubes and provided with a super-heater in the smoke box. It is fired through a fire door on a level with the foot-plate. The power is transmitted from the engine to the back axle by a roller chain; there is no change gear mechanism of any description. To control both speed and power the driver simply uses his steam throttle valve which has four positions, the first position giving full power, the second a somewhat earlier cut-off—this being the most general position—the third position is the neutral and the fourth the reverse. The movement of the throttle lever slides the cam shaft to the right or left bringing the various cams into action. The push rods through which the valves are operated are provided with rollers which practically eliminate wear either on the cams or tappets.

The Uniflow engine has one disadvantage, in that the engine cannot be used so effectively as a brake as in the case of the ordinary steam engine. Messrs. Atkinson have taken this into consideration by providing very powerful brakes. The Ferodo faced

SHOWING PART OF TWO BAYS IN THE ATKINSON WORKS, PRESTON.

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brake shoes act on drums of a diameter practically as large as the inside rim of the wheel. The wheel brakes are foot operated. Another brake, hand worked, is connected to a friction strap on the back axle. Reversing the engine of course provides a third brake.

The chain sprocket wheel on the back axle contains the differential gear enclosed in an oil-tight casing. The thrust from the rear axle to the frame is taken by steel radius rods. A very interesting and important point in the Atkinson back axle design is that the axle shaft is flanged and the differential casing is bolted to the flange instead of being hinged to the shaft. Those who have had experience in dismantling steam wagon back axles will appreciate the convenience of the Atkinson system.

The above brief description is sufficient to give a good general idea of the simplicity of the Atkinson Uniflow steam wagon. The vehicle may be fitted with a Bromilow & Edwards hydraulic tipping gear, a steam turbine drives the pump for the rams and the pump, a double acting one, is carried inside a casing which forms the oil reservoir.

London Shipping and Forwarding Agents' Conference.

General Meeting.

A General Meeting of the London Shipping and Forwarding Agents' Conference was held at the London Chamber of Commerce, Cannon Street, London, on Tuesday, 8th April, 1924, when the Chairman, Mr. M. E. Duffett (J. D. Hewett & Co., Ltd.), presided.

There were present:—Committee:—Messrs. H. G. Crellin (Elder, Dempster & Co.), W. A. East (S. H. Lock & Co.), and Frank J. Gerson (Rosenberg, Loewe & Co. succrs., Ltd.), Hon. Sec., Wm. B. Woolley (Neale & Wilkinson, Ltd.), and the following Members: Messrs. B. D. Brigg (Rosenberg, Loewe & Co., succrs., Ltd.), P. Buswell (Sutherland International Despatch), T. Dennis (Jas. Little & Co., Ltd.), R. W. Fernant (Thos. Cook & Son), H. Gilbert (G. W. Sheldon & Co., Ltd.), J. Knight (W. W. Jones Dooly & Co.), W. L. Mann (E. A. Kimpton & Co., Ltd.), D. Pitts (Van Oppen & Co., Ltd.), and T. Savage (E. A. Kimpton & Co., Ltd.).

Minutes.—The Minutes of the General Meeting held on 12th February, 1924, were confirmed.

Negotiations with Railways.—The Chairman said that the matter had been before the Committee and they had decided, in view of the position of affairs, that the best course to take was to leave the question in the hands of the Chairman and Hon. Secretary. The members agreed to the course suggested.

Notification of Membership of the Conference on Letter Paper, etc.—The Hon. Secretary said that a Minute dated August, 1923, was to the effect that a suggestion had been brought forward that members should notify on their letter paper that they were members of the London Shipping and Forwarding Agents' Conference, and it was decided at a meeting held in the following September that the matter should be referred, by letter, to each individual member for consideration and that the replies received should constitute an instruction to the Committee either for or against adoption of the proposal. Sixteen members were in favour of the proposal and seven against, so that according to the Minute already referred to the Conference was authorised to request the members to adopt the proposal, and to announce their membership of the Conference on all their literature.

Mr. W. A. East proposed, and Mr. E. A. Kimpton seconded, that the Hon. Secretary be instructed to advise the members generally to note on their memoranda and letter paper, etc., their membership of the London Shipping and Forwarding Agents' Conference (Incorporated).

Licensing of Shipping and Forwarding Agents. — The Chairman referred to an interview he had with a representative of "Lloyd's List" and Mr. Woolley's letter to the same paper, both of which were printed. Reprints of the published matter had been sent to all members. It now remained for the Conference to decide whether to proceed further, but before doing so he would like to know what the feeling of the members was and whether they had any suggestions to make, or whether they thought it desirable to drop the matter. The subject had been considered by the Committee and they considered that having gone so far they should carry on and report to a General Meeting at a later date.

It seemed to him (the Chairman) that it was a matter that should be very interesting to all the members. If they could obtain some form of licensing which would give them a definite status it would undoubtedly be a very good thing for all concerned. The question was, how could it be brought about? It was unanimously agreed to carry the matter further, leaving it entirely in the hands of the Committee.

New Members. — On the proposition of Mr. Gerson seconded by Mr. East, Messrs. Wright Kerr & Co., of 32 Fenchurch Street, E.C.3, were elected members of the Conference.

Norwegian Shipping and Forwarding Agents' Association. — The Hon. Secretary reported the receipt of a letter from the Norwegian Shipping and Forwarding Agents' Association enclosing lists of their members for distribution amongst members of the Conference. The letter said that the Norwegian Association regarded it as of the utmost importance that all parties should get into closer touch with each other for mutual benefit, and asked for a list of the members forming the London Conference.

Continuing, Mr. Woolley advised he had replied promising to distribute the lists and enclosing a supply of lists of membership of the London Shipping and Forwarding Agents' Conference and pointing out that it was regarded by the Conference as eminently desirable that as far as possible there should be co-operation with foreign organisations similar to the Norwegian Shipping and Forwarding Agents' Association.

Approaches to the Docks.—The Chairman said that the members would probably have seen the report of a meeting which had been held in regard to approaches to the London Docks.

It was arranged that a deputation should wait upon the Minister of Transport and as representing the London Shipping and Forwarding Agents' Conference he was asked to attend, but unfortunately owing to the vagaries of the Post Office, the letter inviting him to be present did not reach him until ten minutes before the deputation started for the Ministry and therefore he was unable to attend. However, the Conference had the satisfaction of knowing that they were consulted in the matter which was what they desired. If any further meeting in connection with the matter was held the members could rest assured that they would not be left out in the cold.

Imperial Airways.—The Chairman said that their Hon. Secretary had handed him a rather curious letter issued by the Imperial Airways Limited, to the effect that as from 1st April a certain firm (whom they named) would be acting as their Customs' Clearance and Delivery Agents for all goods arriving at the Croydon Aerodrome unless the recipient of the letter desired to make other arrangements. The letter continued: "The undertaking of this Company is being taken over by a new Company to be called Imperial Airways, Limited, and we shall be glad if you will have the attached authority completed and forwarded to the firm mentioned so that there may be no delay in handling your goods after the 1st April."

Mr. Woolley had been approached by a firm of Forwarding Agents who wanted to know why any firm should be appointed as sole agents for a service like the Imperial Airways Limited, which was really a Government concern. He did not know how the question affected other members but it was desirable to consider whether any steps should be taken in the matter. It was regarded by the Conference that an appointment of the sort indicated created an unfair competition to the Forwarding and Shipping Agent generally and tended to establish a monopoly.

The matter was left for the Committee to deal with as they thought best.

In reply to representations by the York Watch Committee as to the carrying of lights by drovers of cattle at night, the Minister of Transport states that whilst he fully recognises the desirability of lights being carried with animals driven upon roads at night he does not consider that at the present time it would be practicable to give effect to such a proposal.

Keighley Corporation has now applied to the Ministry of Transport for an order authorising the introduction of a system of trolley vehicles within the borough, several of the routes being on main roads and county bridges. The scheme is intended to take the place of existing tramways which the corporation proposes to remove.

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British Empire Exhibition.

COMMERCIAL MOTOR EXHIBITS.

Albion Motor Car Co., Ltd., Glasgow. As manufacturers of the well-known Albion commercial vehicles and one of the oldest companies in Great Britain specialising in the construction of all classes of vehicles for industrial and commercial purposes their exhibit will be of much interest, but owing to the restriction of space the number of vehicles which can be shown at one time is limited, they are therefore arranging to change the exhibit from time to time. For the first period of the exhibition one of the latest types of 2-ton Albion lorries will be shown. The engine is of the monobloc type, 24 h.p., and the final drive to the rear axle is by worm and worm wheel. Upon this chassis an open-sided body is mounted. The second exhibit consists of a 3-ton Albion chassis, chain driven, upon which is mounted a 600-gallon tank, and is intended for the Anglo-American Oil Company's service. Another interesting vehicle to be shown is a 3-ft. 6-in. model of the well-known 3-ton 32 h.p. Albion, approximately 6,000 of which were supplied to the British Government during the recent War, and which then earned an unsurpassed reputation for absolute reliability and low maintenance cost. This exhibit will no doubt be of great interest to many visitors from all parts of the world who took active part in the various fields of War between 1914 and 1918.

Atkinson & Co., Frenchwood Works, Preston. Their well-known 6-ton uniflow steam wagon, described fully on another page of this issue, is being exhibited.

Austin Motor Co., Ltd., Northfield, Birmingham. For the present the Austin Motor Company is showing the Austin farm tractor with a two-wheeled tipping farm cart attached, and also an Austin 20 h.p. ambulance. The Austin 20 h.p. ambulance has two stretchers and four seats, also accommodation for attendant. The frame is of English ash and oak, with panels of mahogany. Gear ratios, springs and tyres are all specially designed for the work. The 20-h.p. Austin ambulance is extensively used by British municipal authorities. The vehicle costs £800 at works. The Austin Tractor has a 25-horse-power 4-cylinder engine with magneto ignition and forced lubrication by pump. The crankshaft has five bearings, and there are two speeds forward and a reverse. The front axle is pivoted for movement in a vertical plane. The 20-inch pulley is part of the equipment of the machine, which sells for £195 at Works.

Bristol Tramways and Carriage Co., Ltd., Tramways Centre, Bristol. The exhibit consists of a 40-h.p. chassis designed for either passenger or goods and a load capacity of 3-4 tons. It is fitted with a 4-cylinder engine, 4½ by 5¾ developing 40 b.h.p. at 1,400 revs.; all valves are on the near side. The engine is governed to 1,400 r.p.m. The feature of this chassis is the Bristol patent type of gear box giving four forward speeds and a reverse. The mechanism is of the gate type enclosed in the box, there being only one selector rod. The main shaft is coupled to the clutch shaft by a laminated steel universal joint. Shafts are carried on ball bearings. A mileage recorder drive is provided in the box and there is a large figure odometer bolted to the frame. The rear axle is worm driven, it is constructed to take 6, 7 and 8 to 1 ratios; the standard ratio is 7 to 1. The main casing is of the pot type. The whole of the driving mechanism is a self-contained unit and is instantly removable without removing the road wheels. A foot brake acts on a drum at the rear of the gear box and the hand brake acts on rear wheel drums.

H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1. The firm is showing one of their well-known 50-cwt. 4-cylinder colonial type chassis. The 4-cylinder engine has a detachable head. The engine clutch and gear box housing form a single unit with three point suspension. The gear and brake control levers are both centrally situated. The petrol tank is beneath the driver's seat. The back axle is of the dual type whereby the load is carried on a solid "H" section back axle, to the rear of which is attached the driving axle and differential. The drive is to the rear wheels and is of the pinion and internal gear type, totally enclosed. The tyres fitted are Dunlop, front 36 by 4 in., for 30-in. rim, and the rear also 36 by 4 in. for 30-in. rim twins.

Dennis Bros., Ltd., Guildford, are showing a 2½-ton 30-h.p. chassis overseas model. The engine has four cylinders, 150 by 150 mm., and forced feed lubrication. A four-speed gear box is provided and final drive is by the Dennis patent worm drive. The vehicle is provided with a large lock so as to give a small turning circle, also the clearance is particularly high to meet colonial conditions. It is fitted with Dunlop tyres 100 for 850, twins on rear wheels, and 100 for 720 on front wheels. The head lamps are E.C.L. self-contained acetylene. The side lamps are Lucas King of the Road paraffin. A second 2½-ton chassis shown by Dennis is fitted with an open body specially built for the Anglo-American Oil Company, the price of this is £950.

Fodens, Ltd., Elworth Works, Sandbach, Cheshire. The Foden steam wagon is one of the most popular on the British market. A six-ton model is shown; this is of the overtype, and all the latest improvements in design are incorporated. The working pressure of the boiler is 220 lbs. per square inch and the boiler has 90 sq. feet of heating surface. The diameters of the cylinders are 4¼ in. for the high pressure and 7 in. for the low pressure, and the stroke is 7 in. Three speed gears are provided giving speeds of 4, 8 and 12 miles per hour. Steering is on the Ackermann principle. The hand brake acts on a back axle drum and the foot brake is of the expanding type in rear wheel drums. The wheels are cast steel, shod with single solid rubber tyres at the front 970 by 160, and twins at the back 1,050 by 160 mm. A comfortable cab is provided, for the driver, with upholstered seats. The water tank carries 137 gallons, sufficient for a journey of 20 to 30 miles on an average road. The standard body measures 14 ft. long by 6 ft. 6 in. wide. It is fitted with a C.A.V. lighting set, supplying head, side, gauge and other lamps. The vehicle will carry 6 tons on the body and a further 4 tons on the trailer. It will maintain a speed with this load of 10-12 miles per hour.

John Fowler & Co. (Leeds), Ltd., Leeds. Agriculturalists from all parts of the world will be particularly interested in the exhibit of this world-renowned firm of agricultural engineers. They exhibit a compound steam cable ploughing engine, a 70-h.p. motor cable ploughing engine, an anti-balance cable plough, and a narrow gauge locomotive. The cable ploughing engine is one of a pair of the firm's latest improved compound types, and is designed for working on the well-known Fowler system of cultivation. The boiler is constructed for a working pressure of 180 lbs. per square inch. The winding drum carries 600 yards of Fowler's special quality steel 24-wire rope, coiled on the drum by patent automatic coiling gear, and improved adjustable rope guide pulleys. Attention is directed to important features as follows:—The engine is provided with all the usual accessories, *e.g.*, washing-out arrangements, spuds and carriers, special firebars and bearers, oil tray and drain pipes. It is fitted with duplicated injectors, enlarged coal bunker, steam water lifter and 26 ft. of suction hose, and mechanical "Manzel" type cylinder lubricator. The hind wheels are 6 ft. 6 in. in diameter and 24 in. wide. The steering wheels are 4 ft. 7½ in. diameter by 16 in. wide. There are dust covers for all motion work and gearing. The tank capacity is 160 gals. The steam supply pipe is internal to ensure dry steam. A brake is fitted on the ploughing clutch (operated by the driver from the footplate) to prevent slack rope dropping when the opposite engine has completed its pull, and for use in emergency. There is a double-speed road gear with improved clutch arrangement. On the motor cable ploughing engine, the engine is a four-cylinder heavy duty type, fitted with governor and separate throttle, controlled from the footplate. Lubrication is by forced and gravity feeds. A safety cut-out is fitted so that when the oil in the crank case gets too low, the engine is automatically stopped and cannot be started again until the lubricating oil is brought up to the working level. The bottom of the gear box is specially strengthened to carry the horizontal winding drum and coiling gear. Three ploughing speeds and three road speeds are provided, both forward and reverse. The Fowler Agritractor is fitted with two speeds and reverse gear. It has a 30-b.h.p. engine. It cuts three furrows 10 or 14 inches wide from 6 to 10 inches deep. It can be adapted for cultivating, harrowing, etc., and when not in use in the fields it can be used for driving machinery by belt.

Richard Garrett & Sons, Ltd., Aldwych House, Aldwych, London, W.C.2. The steam wagon is shown in chassis form. It has a vertical boiler with a door and a front giving access for cleaning. The frame is of pressed steel. The wheels are of special construction and dished so that the front axle pins coincide with the wheel axis. Transmission to the rear wheels is by a pair of roller chains (Hans Renold) otherwise all the transmission gear is totally enclosed. Both hand and foot brakes are provided. Dunlop tyres single front 180 by 720, twin rear 160 by 850. This wagon created a great deal of interest at the Commercial Motor Exhibition at Olympia in

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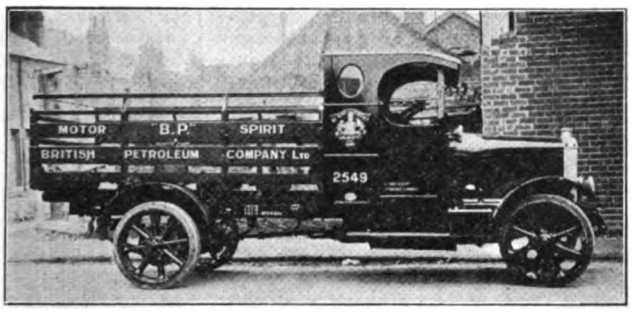
November last; it is a very excellent piece of engineering work and possesses many special features. It is a wagon which is meeting with very great success both at home and abroad and should be carefully inspected by visitors interested in this class of transport vehicle.

Guy Motors, Ltd., Wolverhampton. We reproduce the photograph of the 2½-ton vehicle Guy Motors are exhibiting. It is a petrol distributing vehicle on a 2½-ton chassis. This will be the first vehicle exhibited on the firm's stand and it will presently be delivered to the British Petroleum Co., Ltd., who are owners of a large fleet of Guy vehicles. The firm will exhibit, at different periods, various types of their commercial vehicles. The 2½-ton vehicle has a carrying



A GUY 2-TON LORRY FOR B.P. MOTOR SPIRIT TRANSPORT.

capacity for 244 two-gallon tins of petrol. The engine develops 24 h.p., the cylinders have 4-in. bore by 5½-in. stroke. The valves are placed in the cylinder head and the head is detachable and water cooled. The cylinder head design is patented and has the advantage that by undoing a few nuts and without interfering with the water pipes, tappets, exhaust or inlet pipes, the head can be removed exposing the valves and pistons for valve cleaning, etc.

Halley's Industrial Motors, Ltd., Yoker, Glasgow. One of the firm's type "P" chassis is staged, upon which is mounted a petrol tank of 1,000 gallons capacity. This machine has been built for the British Petroleum Co., Ltd., of London. The chassis is built for loads of from 3-4 tons. It is fitted with a six-cylinder engine developing 35 h.p. The cylinders are cast in blocks of three. The bore is 3½ in. and the stroke 6 in. It has detachable cylinder heads and the lubrication is a combination of forced feed and trough. Cooling is by centrifugal water pump which circulates water through a gilled tube type radiator. The clutch has a large diameter single plate type. The gear box provides four speeds forward and one reverse with direct drive on top speed. Gears are operated through a gate change. All shafts run on roller bearings. The foot brake acts on a drum fixed to an extension of the worm shaft at the back of the rear axle and is of the internal expanding type. The hand brake acts on rear wheel drums. The final drive is by worm and worm wheel

A KARRIER LORRY.

enclosed in a one-piece steel casting reinforced by high tensile steel tubes. The wheels can be removed from the hubs without interfering with the bearings. The latter are of the roller type and the wheels are cast steel. The wheels are shod with solid tyres front and back 120 for 771, single fronts, twin at rear. Pneumatic tyres may be fitted if required though these are placed on pressed steel wheels.

Karrier Motors, Ltd., Karrier Works, Huddersfield. The present exhibit consists of a 25-h.p, 4-cylinder 2-ton "C.Y." type chassis fitted with a 20-seater one-man operated single-deck bus body, complete with electric lighting set, also a 50-h.p. 4-cylinder 5-ton K.5. type chassis fitted with hydraulic end-tipping body.

ACCESSORIES.

Avon India Rubber Co., Ltd., 343/5 Euston Road, London, N.W.1. The firm are showing their Avon solid band tyres and the Avon type S.S. Tricord giant pneumatic tyres, also solid tyres for motor trucks.

Barimar, Ltd., 14-18 Lamb's Conduit Street, Theobald's Road, London, W.C.1. Various samples of repairs to cylinders, crankcases, etc.

W. & A. Bates, Ltd., Leicester. The exhibits on this stand of most interest to commercial motor users are the Bates solid band tyres and several samples of the Bates cord pneumatic.

Belgrave Standard Tyres, Ltd., Belgrave Rubber Mills, Wembley. The principal exhibit is the Belgrave cable cord giant tyre 38 by 7 and various samples of their Beldam super-fabric tyres.

W. Blackwell Oil Co., Ltd., Victoria Oil Works, Victoria Road, Aston, Birmingham. Samples of the firm's well-known "Nulsec" lubricating oils.

Bowden Brake Co., Ltd., King's Road, Tyseley, Birmingham. Spring seats for motor coach and motor vehicles generally.

British Lighting and Ignition Co., Ltd., Blic Works, Cheston Road, Aston, Birmingham. Electric lighting and starting sets.

British Thomson-Houston Co., Ltd., Rugby. B.T.H. magnetos, some of which are shown in section.

Chloride Electrical Storage Co., Ltd., 57 Victoria Street, S.W.1. A full range of Chloride Electric storage batteries.

R. W. Coan, 219 Goswell Road, London, E.C.1. Aluminium castings of all descriptions for motor work.

Dunlop Rubber Co., Ltd., Easy Row, Birmingham. This firm have a full range of their well-known tyres including the low pressure type, sizes 34 by 7, and 40 by 8 giant pneumatics. A full range of solid tyres including latest cushion type and a show-case showing the general construction and materials from which the tyres are made.

Gas Lighting Improvement Co., Ltd., Alexandra House, Queen Square, London, W.C.1. Samples of their Glico motor spirit and a small model of the barrel pump Carburine storage system, as well as Glico packages and lubricating oils.

H. M. Hobson, Ltd., 29 Vauxhall Bridge Road, London, S.W.1. Claudel-Hobson carburettors, Hobson shock absorbers and window regulators.

Laystall Motor Engineering Works, Ltd., Ewer Street, London, S.E.1. Various replacement parts and samples of cylinder repairs.

Lodge Plugs, Ltd., Rugby. A full range of models of the well-known Lodge plug.

Joseph Lucas, Ltd., Great King Street, Birmingham. Motor vehicle lighting and starting sets of all descriptions, such as electric head, tail and side lamps, also acetylene and oil lighting sets.

Palmer Tyre, Ltd., 119/123 Shaftesbury Avenue, London, W.C.2. A full range of the well-known Palmer cord tyres.

Raybestos-Belaco, Ltd., 59½ Southwark Street, London, S.E.1. Samples of Raybestos brake linings.

Robinhood Engineering Works, Ltd., Putney Vale, London, S.W.15. Various models of the well-known K.L.G. plugs are being shown.

Safety Storage Systems, Ltd., 5 Laurence Pountney Hill, London, E.C.4. Various oil storage tanks, barrels and pumps.

Shrewsbury S. T. & Challiner Tyre Co., Ltd., Ardwick Green, Manchester. N.A.P. pneumatic tyres and a cut section of the S. & C. disc wheel recently described in these pages. Also Challiner solid tyres.

S. Smith & Sons (M.A.), Ltd., Cricklewood Works, Cricklewood, London, N.W.2, have a very fine display of clocks, speedometers, carburetters, horns, lamps, and other accessories.

C. A. Vandervell & Co., Ltd., Warple Way, Acton Vale, London, W.3. Electric lighting and starting sets including batteries and dynamos.

Henry Wells Oil Co., 11 Haymarket, London, S.W.1. Samples of "Wellsaline" lubricating oils.

Wilcot (Parent) Co., Ltd., 26/27 Avenue Chambers, Southampton Row, London, W.C.1. The well-known Wilcot spring gaiters.

Zenith Carburetter Co., Ltd., 40/44 Newman Street, London, W.1. A full range of Zenith carburetters some of which are cut to show the interior construction. The exhibit includes the triple diffuser, vertical and horizontal types.

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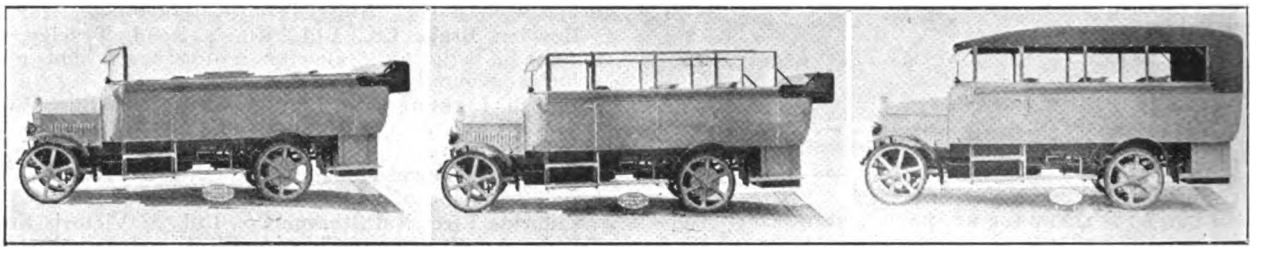
Motor Coach Season.

G. Beaton & Son, Ltd., Victoria Road, Willesden, London, N.W.10. G. Beaton & Son, Ltd., the well-known London firm have gained a great reputation for their Beatonson patent all-metal headwork. This headwork is something entirely different from the ordinary kind of coach headwork and all coach owners who have adopted it speak most highly of it. It is quite unique and therefore its advantages are exclusive. In the Beatonson headwork light metal sections replace the wood and iron fittings of the ordinary type, and the great advantage of windows in place of side curtains is secured. The windows are fitted with screw lifters which can be easily operated by passengers. The whole of the Beatonson structure is light, easily operated, rattle-free, and durable. The accompanying illustration shows some of the variety of positions in which the Beatonson equipment can be used. With the Beatonson headwork one can convert a char-a-banc in a few minutes into an entirely enclosed saloon. With the head folded back and the windows and frames left standing one has the advantages of an open body protected from side winds and dust, and when the elements are completely favourable one may have an entirely open char-a-banc by folding the head and dropping the windows.



SHOWING THE BEATONSON ALL-METAL HEADWORK.

Proprietors report that with the Beatonson equipped coaches that passengers wait for their vehicles to arrive on the rank rather than get into those not so fitted and that they will often leave coaches fitted with ordinary hood and side curtains and enter those fitted with the Beatonson headwork.

SHOWING APPEARANCE AND CONSTRUCTION OF BOWDEN SPRING CUSHIONS.

Bowden Brake Co., Ltd., Tyseley, Birmingham. The Bowden spring seat for coaches is undoubtedly one of the most comfortable that can be provided. It has the merit of being light and simple in construction, as can be seen from the accompanying illustration. These cushions and seats are now becoming very popular, they have now been on test for a long period and have given every satisfaction.

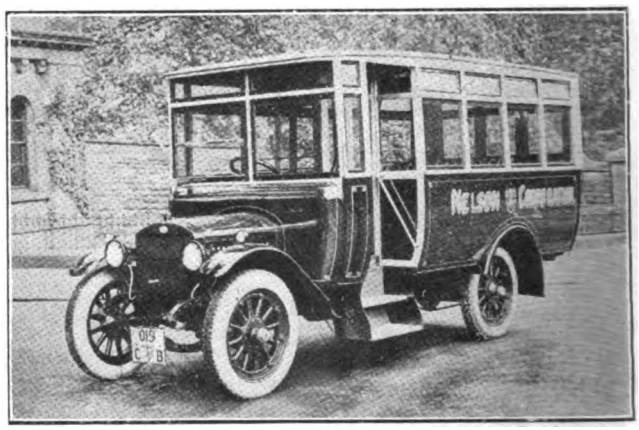
Bramco (1920), Ltd., St. Nicholas Street, Coventry. The special lines marketed by this firm of interest to motor coach owners are the Servis recorder which gives a check on the actual running time of the vehicle, the instrument has merely to be fixed to any suitable part of the vehicle and is not connected in any way with the moving machinery; the compression puncture proof tubes which are now in their fourth year on the English market and the Mercury air cured non-skid cord tyre for use with the Compression tubes.

R. Cadisch & Sons, 171 Great Portland Street, London, W.1. This firm supplies a very wide range of accessories and fittings of all descriptions suitable for motor coaches, such as well known lighting sets, electric, acetylene and oil, driving mirrors, starting sets, screen cleaners, also tools. The new Cadisch catalogue contains 450 fully-illustrated pages, divided into four sections, as follows: (1) Motor car accessories and garage equipments (2) Motor cycle accessories. (3) Ford car accessories, repair devices, tools, etc., and (4) Tools and repair shop equipment. Each section is arranged alphabetically and there is a general index with some 3,000 references.

Clayton-Wright, Ltd., Great Hampton Street, Birmingham. Clayrite accessories include motor horns, driving mirrors, petrol can holders, grease guns, lamps, dynamo lighting sets, oil cans, funnels, motor clocks, tyre pumps and horns.

Cooper-Stewart Engineering Co., Ltd., 11 Broad Street, London, W.C.2. As speedometer manufacturers this firm manufactures special drives to suit commercial vehicles, such as motor coaches. They recommend their model M3 instrument as particularly suitable for such work as it is specially designed to withstand excessive vibration.

General Motors, Ltd., The Hyde, London, N.W.9.



A G.M.C. SINGLE-DECK BUS.

Amongst G.M.C. passenger models are a 17-seater saloon omnibus, as illustrated, a 14-seater char-a-banc and a new 20-seater char-a-banc. The price of the bus is £650, and the 14-seater char-a-banc, £595. The bus body is built of English ash framing strengthened with metal flitch plates, providing light construction with great rigidity and strength. The seats are fitted with spring cushions of the best quality real leather. The driver's seat is entirely separate from the passengers and is removable to give access to the petrol tank. A sliding curtain is provided for use at night to shield the driver from reflection of interior lights. There is an emergency rear door to comply with the local licensing regulations and it is secured by a safety catch. The windscreen is hinged and is adjustable. The dash is of the special floating type reducing the possibility of distor-

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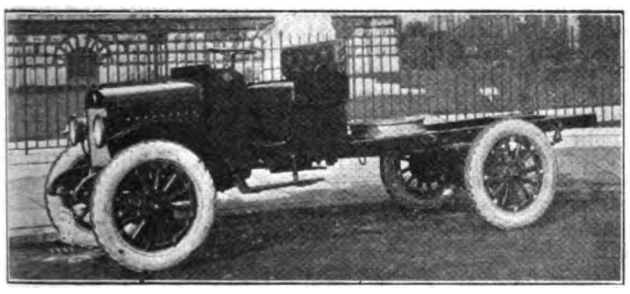
tion to the body frame work. The front and side windows are made to open; a double domed roof is fitted, the interior surface being quite flush. The omnibus is fitted with pneumatic tyres, and an engine driven tyre pump and electric light. The 14-seater char-a-banc is provided with bucket seats trimmed in best leather. There are a cape cart hood with side curtains, giant pneumatic tyres, engine-driven tyre pump and electric lighting. The door is similar to that on the bus, being carried to the top of the windscreen, itself forming a permanent side windshield. The panels on the sides are of Sundeala or Haskelite and there is a hand-beaten metal scuttle and hind corner panels. The front of the body is framed

A 28-SEATER LEYLAND COACH DE LUXE ON A G.H. TYPE CHASSIS.

up to form a windscreen with polished mahogany framing. The lower panel is in one piece and the upper panel is divided horizontally, the driver's half hinged to open outwards on two brass quadrants.

Leyland Motors, Ltd., Leyland, Lancs. This firm supplies a large variety of motor coaches of capacities varying from 14 to 33-seaters as well as special vehicles for export made to meet local requirements. The Leyland vehicles, as is well known, are of the very highest class both with regard to material and workmanship, and are world famous for reliability and economy of upkeep; their motor coaches are designed either with or without luggage accommodation, according to the purpose for which the vehicle is required, *i.e.*, long or short tours; the heavier vehicles are provided with solid tyres, whilst the lighter ones have either pneumatic or solid tyres, whichever the purchaser may prefer. Our photograph shows a 28-seater char-a-banc de luxe mounted on a G.H. chassis.

Maxwell Motors, Ltd., Maxwell Works, Mortlake Road, Kew Gardens, Surrey. Maxwell concentrate on the production of only one chassis built to carry 1½ tons. The chassis is quite suitable for passenger work and fitted



THE MAXWELL CHASSIS.

with solid tyres, its price is £275; it has a 20·9 h.p. engine, R.A.C. rating, and is of the 4-cylinder "L" head type cast *en bloc*; there are thermo-syphon cooling and force feed lubrication. The clutch is of the cone type faced with multibestos lining and it runs in oil. The engine clutch and gear box housing form a single unit. Three speeds are provided and a reverse. The control is on the left hand side of the driver in the centre position. The ignition and throttle controls are on a quadrant underneath the steering wheel. The wheels are of the artillery type made of best grade hickory, the chassis equipment includes front wings and upholstered driver's seat, electric generator, storage battery, electric head and tail lamps, electric horn, tools and tyre pump.

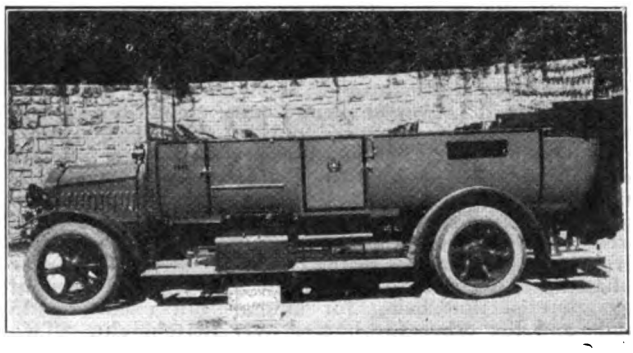
Premier Motor Policies, Glebe House, Sherborne Lane, King William Street, London, E.C.4. This company specialises solely in motor insurance and they are in a position to give motor coach owners the very best possible service. They do not publish any schedule of rates but quote on the merits of each case.

Reliance Lubricating Oil Co., Ltd., 19 and 20 Water Lane, London, E.C.3. This firm are the well-known manufacturers and blenders of lubricating oils and greases known as Reliance brands, as follows: Autoleum Super, Autoleum "A," Autoleum "BB," Autoleum "B," Filtered Ford Lorry Oil, Double Filtered Ford Car Oil, Steam Motor Cylinder Oil, Steam Motor Lubricating Oil, Black Motor Gear Oil, Special char-a-banc Oil, Ajax Motor Grease.

Robinhood Engineering Works, Ltd., Putney Vale, London, S.W.15. This firm has paid particular attention to the sparking plug requirements of the commercial vehicle and when the type G.I. plug was originated the designer—Mr. K. Lee Guinness—actually had the commercial user in mind rather more than the private car owner. It was felt that the easy detachability of the plug and the renewal of the centre were features which would exercise a strong appeal to the commercial user who, of course, has to keep a sharp eye on his running costs. The K.L.G. plugs have become very popular with large industrial motor users, this has encouraged them to produce another type of plug, namely, the J.1 which is moulded on very similar lines to the original G.1 and which the firm are confident will be even more acceptable to the commercial vehicle user. The K.L.G. Ford model at 4/- is also a very competitive line. The sparking points are projected right into the combustion chamber and the entire insulating surface is exposed for cleaning.

Swiss Berna, Ltd., Short Street, London, S.E.1. The Swiss Berna motor coaches are built to accommodate 20-22 or 24-26 passengers and they are built usually to receive a detachable winter top. When the winter top is removed a summer folding hood may be substituted as shown in the photograph, the folding hood also is provided with side curtains for use in wet weather, which shut the passengers in completely. As regards doors, entrances to the seats are made by a side door, or two at the most. Access to the back rows is by a passage obtained by folding seats. All Berna coach chassis are built to receive either 30 h.p., 40 h.p., or 50 h.p. engines. For greater safety the engine brake can be fitted. The wheelbase is such as to allow the vehicle to take the sharp turnings, encountered on Alpine roads, without reversing. The chassis are supplied with pneumatic tyres.

Westinghouse Brake and Saxby Signal Co., Ltd., 82 York Road, King's Cross, N.1. As one of the most prolific sources of accident to heavy motor vehicles, often resulting in fatalities in the case of passenger vehicles, is the failure of brakes at critical moments, the West-



THE SWISS BERNA MOTOR COACH.

inghouse system of power braking should be of particular interest to motor coach owners more particularly those operating in hilly districts. We have already published the description of the Westinghouse system but we may remind our readers that it consists of air compressed into cylinders with valves under the driver's control, which permit the air to act on diaphrams which in turn apply the brakes. These air brakes are far more powerful than those applied by hand or foot but require much less power to bring into action. Engine power is used to pump the air into the storage cylinders, the amount of pressure put on the brakes is entirely under the driver's control. The system is in addition to the ordinary hand and foot brakes; vehicles fitted with the Westinghouse system may be regarded as immune from accident due to brake failure.

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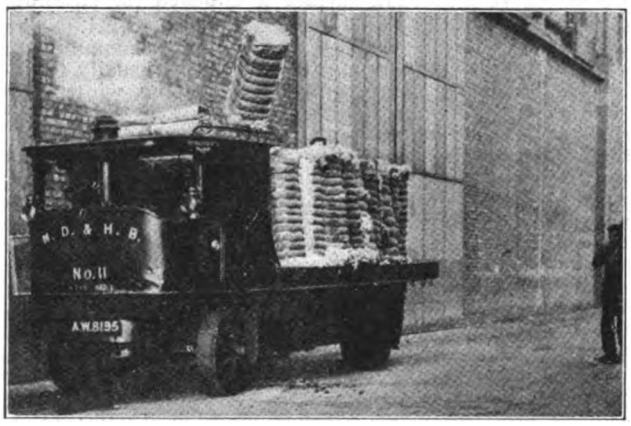
Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Shipping and Forwarding Agents.—Conditions in the Liverpool shipping and forwarding trade are still rather quiet, but there is a tendency in the direction of improvement. Now that the budget is out of the way, agents are hopeful that there will be more confidence in manufacturing circles and that the much awaited trade improvement will become more of a reality than a hope. Owing to recent increases in wages to various grades of port labour, the probability of higher port charges is not a welcome prospect.

Short Cartowners' Association.—At the April meeting of the Liverpool Short Cart and Motorowners' Association, the secretary, Mr. S. Prescot reported his attendance at the Liverpool Employers' Conference to deal with the local wages situation. He stated that the Liverpool Carters and Motormen's Union had submitted a new programme providing for increases of rates of pay from May 1st. The secretary was instructed to communicate the proposals to all the members.

May Parade of Horses.—The committee responsible for the organisation of the Liverpool May Parade of Horses have issued their schedule for the next pageant to be held on Saturday, May 24th. This is claimed to be the leading event of its kind in the kingdom. As usual, there is a very attractive prize list for heavy and light horses. The decorated horse section, which will be judged as the procession passes the front of St. George's



A MERSEY DOCK AND HARBOUR BOARD "SENTINEL" STEAM WAGON LOADING COTTON.

Hall, will provide the most picturesque feature. The judging of the other classes with the exception of the mounted police will take place on the Lower Breck Road Recreation Ground, instead of Sheil Park. In the heavy horse section, 11 silver challenge cups, eight Shire Horse Society medals with four premiums of £1 each, and three Royal Lancashire Agriculture Society medals are offered. In the light horse section, there are four silver challenge cups with second and third prizes in each class, for tradesmens' two-wheeled and four-wheeled turnouts, and three prizes for two-wheeled turnouts used for business purposes by cowkeepers in the city and district. This year it has been decided to divide the two-wheeled turnout class, one section being for animals not exceeding 15 hands and the other for horses over that height. Two silver cups and a championship silver challenge cup are offered for competition for the best turned out mounted police constable in Lancashire riding a horse the property of the authority to which he is attached. One class is confined to town or county borough police and the other to the county police. There are many handsome prizes for the best decorated horses. The judges for heavy horses are Messrs. E. I. Appleby, of Rugby, and H. W. Bishop, of Tring, and the light horse and mounted police sections will be judged by Lord Stanley, M.C., M.P., Sir Walter Gilbey, B.T., and Mr. S. McMorran, of Aston, Nantwich. Judging takes place in the morning and the procession in the afternoon. This exhibition and pageant is entirely supported by horse lovers in the city and district. The entries are free and are invited for as many classes as possible. Mr. T. Eaton Jones, F.R.C.V.S., the Veterinary superintendent for the City Corporation, Hatton Garden, Liverpool, who has been hon. secretary for many years, will supply entry forms and full particulars.

New Liverpool Wages Agreement.—The new Liverpool wages agreement which came into operation on May 1st, and which has the approval of all the Merseyside transport associations and the Liverpool Carters' and Motormen's Union, is based on the Board of Trade cost of living index figure of 85 (against 78 on March 1st), and it is provided that adjustments be made on the basis of one shilling for each variation of five points. Wages are to be regulated according to this scale, and the agreement is terminable by six months' notice on either side. Details of the settlement, which was only reached after protracted negotiation, are: Permanently employed men to have guaranteed week of 48 hours. Wages: (a) increase of 4/- per week to teamsmen, one horse men, drivers and second men on steam vehicles and drivers and second-men of all petrol vehicles over four tons; (b) increase of 3/- per week to trailermen and second-men of petrol vehicles of less than four tons; (c) Liverpool junior drivers and traffic youths to receive advance of 2/- per week with a minimum weekly wage of 30/-: (d) drivers of four-wheeled vehicles, maximum load 2½ tons, coal and short carters, increase of 2/- per week. Junior drivers are not to be called upon to take out seniors' vehicles or do seniors' work. Overtime after midnight to starting time next day, time and a half—casual men 1d. per hour extra, juniors ½d. per hour. Dinner time to be 12 noon to 1 p.m. Men called out at night to be paid time and a half until next morning. A joint committee of employers and representatives of the Union is to be arranged during May to agree upon wages for drivers of all motors under two tons and details of night running. The overtime rates are 5.30 p.m. to 6.30 p.m., hour grade; second and third hours, time and a quarter; remaining hours until starting time next day, time and a half. Here are some of the principal wage rates:—

	Permanent Men.	Casual Men. Per day.	Casual Men. Saturday.
Drivers, 6-wheelers	78/-	14/11¼	7/4
Secondmen „	71/-	13/8	6/8
(Working within ten mile area.)			
Steam Vehicle Drivers	72/-	13/10	6/8¾
„ „ Secondmen	65/-	12/6¾	6/2
Petrol Vehicles—			
Over 4 tons, Drivers	72/-	13/10¼	6/8¾
Under 4 tons, „	65/-	12/6¾	6/2
Over 4 tons, 2nd men	65/-	12/6¾	6/2
Under 4 tons, „	64/-	12/4¾	6/0¼
Trailermen	59/-	11/5¾	5/7

Birkenhead Road Transport Association. — A special meeting of the executive committee of the Birkenhead Road Transport Association was held at the office of the Secretary, Mr. J. Fletcher, Hamilton Square, last month. Amongst those present were: Major B. M. Ormerod, Messrs. G. Lee, Arthur Smith, W. Jones, C. E. Price, H. H. Crutchley, J. Martin and P. McGetrick. On the question of wages and working conditions, Mr. Smith explained the result of interviews and meetings which had been held, and after various points had been discussed, it was decided that Mr. Smith be empowered to act on behalf of the Association. As to the supply of water to steam wagons from the new design of water standards, it was suggested that a letter be sent to the Birkenhead Corporation asking that tokens should be supplied to the Association for sale to the members. The proposition was also made that an additional stand pipe should be fixed on the New Chester Road by the South End destructor.

Street Direction Posts.—The necessity for the erection of direction posts showing the direct roads in and out of the city, such as have been provided in Manchester with great success, was urged at a meeting of the Liverpool Committee of the Roads Improvement Association held last month. The Committee has accepted the offer of one gentleman to compile a list of points where the signs would be most efficacious. Mr. E. P. L. Leeming, of Barton-upon-Irwell, gave a short address on road design and development in relation to the cost of living. Three things were, he said, essential, namely, the organisation of commercial and passenger traffic, wide roads with a permanently smooth surface and an improved design of vehicles with higher carrying capacity. At present the Ministry of Transport was unable to do anything to expedite the proposed new road between London and Manchester, but he believed it must be made sooner or later. The Liverpool to Manchester road ought to be much nearer to realisation. It was being held up for financial reasons.

New C.M.U.A. Depot.—Messrs. R. L. Hall and Co., Ltd., 193 Vauxhall Road, have been appointed an approved depot of the Liverpool C.M.U.A.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

Manchester Corporation Bill. — The Manchester Corporation Bill will come before a Committee of the House of Lords shortly and Sir Lynden Macassey and Mr. Rowand Harker have been briefed as Counsel for the Automobile Association and Motor Union, the Commercial Motor Users' Association (Inc.), the Royal Automobile Club, the Society of Motor Manufacturers and Traders, Ltd., and the Manchester Committee of Road Users. The Manchester Committee of Road Users are bringing strong evidence in opposition to Clause 45 which seeks to cancel the restrictions on the use by trams of Peter Street and Portland Street. The organisations named are also opposing Clause 76 which seeks to stop all traffic whilst a tramcar is stationary for the purpose of loading or unloading passengers.

Wages in the Road Transport Industry. — Enquiries show that there has not yet been a meeting between the Road Transport Employers and the Transport Workers but dates have been arranged in May. The opinion amongst many employers is that as the Agreement provides for an increase when the cost of living reaches 85 points this should be the time for considering an increase in wages. The state of trade does not warrant an increase at the moment.

Manchester Tramway Budget.—The Manchester Tramways Committee has now paid off the debt which it owed to the City fund in respect of contributions to the relief of the city rate. When the City Council decided that trading departments should no longer be expected to earn profits so that the lot of the large ratepayer should be easier, but that the customers of those departments should reap the benefit in cheaper service, the Tramways Committee had already fallen into arrears with its payments. It has now paid the final instalment of £33,770, and can wipe the item out of its future budgets. The Committee estimates that it will spend in the financial year ending March, 1925, £1,759,800, and that its income from passenger traffic on the trams will be £1,738,100. Miscellaneous revenue, including motorbus and parcels traffic is estimated to produce £21,700. The expenditure on capital account is expected to be £297,000, of which £150,000 will be for permanent-way work.

More Buses for Manchester.—It is reported that at the May meeting the City Council will be asked by the Watch Committee to adopt "Regulations relating to motor omnibuses." Regulations deal chiefly with the mechanical and constructional features of the vehicles, and are drafted on the Scotland Yard plan.

Death of Mr. Herbert Williams.—Much sympathy has been expressed with Mr. W. Williams, the President of the Manchester Transport (Owners) Association, Ltd., in the loss of his son on 10th April. Mr. Williams who was only 38 years of age was a director of Messrs. T. Williams & Sons, Ltd., and was very popular in the road transport trade of the City.

Haulage Quotations.

BERMONDSEY COUNCIL'S HIGHWAYS COMMITTEE had the following quotations for haulage of plants and manure between Fairby Grange and Council's Open Spaces. (Approximate number of journeys, 20.):

	4 ton Lorry double journey. £ s. d.	1 ton Lorry double journey. £ s. d.
English Bros., Hartley, Kent	—	1 14 0
Collard & Barnard, Silwood Street	3 0 0	2 0 0
J. Maynard, 4 Tranton Road	3 10 0	2 0 0
A. J. Poulton, Almond Road	3 10 0	2 10 0
W. Sale, Hartley, Kent	4 0 0	—
E. Wells & Sons., Ltd., Rotherhithe	4 0 0	—
Lion Cartage Co., Bermondsey	4 0 0	2 10 0
Alloway Bros., Newington Causeway	4 0 0	2 15 0
Pickfords, Ltd., Bermondsey	4 10 0	2 15 0
Hay's Wharf Cartage Co., Ltd., Bermondsey.	4 10 0	2 15 0
London Cartage & Haulage Co., Ltd., Deptford.	10 10 0	5 0 0

The Committee recommended that the undermentioned tenders be accepted: Messrs. English Bros., Ltd., one-ton lorry journeys, and Messrs. Collard & Barnard, four-ton lorry journeys.

North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Haulage Trade Improvement.—Following upon the termination of the dockers' strike, haulage business showed an appreciable and very welcome improvement as compared with the previous month, and at the time of writing the only disturbing factor, in an otherwise bright outlook is the uncertainty in the building trade. Prior to the issuing of the Budget proposals there was a very heavy call for transport, for, in anticipation of reductions, considerable quantities of dutiable goods were being bonded, and this further served to make the month a particularly busy one.

Removals Business. — The leading furniture removers announce that in this direction, too, there has been a much more brisk demand of late, but despite this picking up there are still large numbers of vehicles in excess of demand.

Coaching Season Opens.—The Easter holiday saw the opening of the motor coaching season proper, and to judge from results obtained over the holiday period local owners are correct in their anticipation that this season is likely to be a much happier and more successful one than 1923. Those firms catering almost exclusively for private party work were fully booked at comparatively remunerative prices well in advance, whilst others, operating advertised tours to the more popular seaside and country resorts in the North country also found business good, at fares which were, roughly speaking, unchanged from last year.

Obituary.—Deep regret is expressed in transport and shipping circles on Tyneside at the tragic death of Mr. J. Edward Burnett, who collapsed whilst hurrying from a train at Tynemouth, where he resided at 53 Percy Park. He was in his 54th year, and was associated with Mr. Walter Burnett, in the firm of Messrs. Burnett and Co., Ltd., shipowners, of Milburn House, Newcastle. Prior to joining that firm he was for a number of years manager for Messrs. Henry Watson and Sons, of Walker Gate, brass founders, and makers of the well-known Watson motor lorry which has achieved such success in the North of England.

"Northern" Developments. — The extensive developments projected by the Northern General Transport Co., Ltd., have now been advanced a stage by the opening of the handsome and commodious new garage and waiting rooms in Holmeside, Sunderland, and to coincide with the opening they have instituted two new services in the Wearside district, one from Sunderland to Gateshead, and the other from Sunderland to Ryhope, Seaham, Murton, and Easington Lane. All five Wearside services will in future be administrated and operated from the new headquarters. The company have also had their plans approved by the Consett U.D.C. for the erection of a new garage for 24 buses at Consett, and have increased their facilities in the Chester-le-Street district by opening up a new service to Lumley.

Further Trackless Schemes.—Railless traction until very recently was a practically unknown form of locomotion in the North of England, but now that its merits are fully recognised very material developments are to be expected. At West Hartlepool, where the Town Council three months ago substituted trolley buses for trams over a two miles route to Foggy Furze, the results already to hand have been so satisfactory as to foreshadow a complete substitution in the near future, for it is computed that on that service alone there will be fully £1,000 saving per annum. It is not unlikely that the whole position will be reviewed later in the year.

Another Form of Substitution.—The Sunderland and District Electric Tramways, Ltd., have decided to discontinue their service from Herrington Burn to Penshaw, and in lieu to themselves provide a motor omnibus service with a connection to Washington. The Company have placed an order with the United Automobile Services, Ltd., of Lowestoft, for two A.E.C. 2-ton chassis fitted with 25-seater United saloon bodies, and with pneumatic tyres.

New Tyne Crossings.—So far no substantative opposition has been offered to the proposed new bridge over the Tyne. The Examiners of Private Bills in the House of Commons have had before them for proof of compliance with standing orders of the House, the Bill promoted by the Newcastle and Gateshead Corporations, under which it is proposed to construct a new bridge connecting the two Corporations and to lay tramlines thereon for through running. There were minor technical objections to be dealt with by the Standing Orders Committee, but no opposition.

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Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions. — Certain branches of the haulage trade have shown improvement recently and, generally speaking, there is a more hopeful outlook in the industry. The demand for assistance has come forward particularly in the building and the roadmaking industries, while the textile industry is in fairly good condition just now, in most centres at all events, and this is re-acting upon those interested in transport. Big consignments are not the rule, however, and there is still much to hope for.

The Coach Trade.—A splendid send-off for the motor coach season was given at Easter, which is as early as anyone expects to find any coaching in the North. Owners were ready, and there were few disappointments, there being a big demand for seats. The weather gave everybody a fine opportunity up to Monday night. Easter Monday was gloriously fine and there was a very big gathering of coaches at Wetherby races, a pleasant holiday fixture which attracted forty thousand people. The only disappointment from the point of view of coach owners who visited the course was the delay there was in getting the coaches away at night, as all coaches had to wait until the private cars were cleared, and that occupied over an hour. Among the new vehicles at the course there was an indication of a tendency to adopt some sort of weather protection for the passengers.

Wage Advance All Round.—An all-round increase of wages to drivers and mates employed in the transport industry has been agreed upon between the Yorkshire Road Transport Employers' Federation and the Transport and General Workers' Union, the agreement being that an addition of 2/- per week shall be given to date from the first pay day in May. Both horse and mechanical workers will benefit by the arrangement.

Unfair Competition.—It is generally felt that some steps ought to be taken in regard to competition on bus routes, which has become a serious matter for all engaged in providing an important public service. In conversation with a number of persons interested in widely divergent concerns the opinion was put forward that there was scarcely a district in the West Riding where the local authorities give out licences to ply for hire at all freely where there was not competition which was not beneficial to either those in the transport industry or to the public in the long run. Scarcely any district could be mentioned where a profitable bus route had not attracted two or more concerns, and generally it was the rule that as soon as one owner had found something good someone else came along to share the spoils. At the best bus routes are not unduly lucrative, but when two persons come in the only advantage there is to anyone is that the public is enabled to step into the first vehicle coming along without giving a thought to anybody else's convenience. There was a pretty general agreement among those gathered together that provided a satisfactory service was given at reasonable times and at reasonable fares local authorities should not be allowed to licence vehicles of another concern on the same route and in competition. Whether local authorities could be depended upon to look after the interests of the public and be fair to the bus proprietor might be open to argument, but it was held that the possibility of interference in this direction would be better than the present position.

A Point in Hackney Law.—A little-known point of law was revealed in a prosecution against a Bradford taxi-driver at the Bradford West Riding Court, on April 24th, when proceedings were taken because electors were conveyed to the poll in a hackney vehicle. At an election at Shipley the defendant was seen taking home two ladies and a gentleman who had voted at the polling station. They admitted they had not paid for the vehicle. A poster was fixed at the rear so that the hackney carriage plate was obscured and the taximeter had been removed from the driving seat. Defendant said he was helping a friend and no-one was paying him, and it was pleaded on his behalf that the affair was due to an entire ignorance of the law and that he gave up immediately the position was explained to him. The card obscuring the plate was simply hung at the back. A fine of 40/- was imposed.

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At Truro Watch Committee the City Surveyor reported that kerbside petrol pumps were now illuminated but that the proprietors had inquired at what time the lights should be extinguished. The Committee decided that the lights should not be extinguished before 11 p.m.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

State of Trade.—There appears to be a tendency for trade generally in the Midlands to fall off slightly, manufacturers as a whole report a scarcity of enquiries and new business, though motor car and motor cycle manufacturers are still keeping busy. Motor haulage contractors are fairly well employed on the whole, but there is still insufficient work to go round and to prevent price cutting.

The Problem of Rural Roads.—The Tutbury (Burton-on-Trent) Rural District Council at a recent meeting discussed the problem of the maintenance of rural roads and complained of the smallness of grants from the Ministry of Transport. The surveyor said he was unable to understand why the Council's applications for assistance were so persistently turned down. Grants from the Ministry towards the Council's roads amounted to twenty-five pounds a year. When one considered the large sum paid in motor taxation in the district the grant of twenty-five pounds a year was most unreasonable. The Clerk said the Ministry would not help if they found the Council were not spending a great amount. A Committee was appointed to inspect the roads and report, and support was given to a Resolution from the Dunmow Rural District Council urging the Ministry of Transport to make a larger grant for road maintenance.

A Proposed New Welsh Road.—The Ministry of Transport have prepared plans for a proposed new road between Penmaenmawr and Llanfairfechan to cost £100,000. It will be 1,667 yards in length and 250 yards of it will be over a viaduct. The width is to be 30 feet with a footway of 5 feet on either side. On the Llanfairfechan side it will begin near the Congregational Chapel, and will proceed on the sea side of the existing wall. The new road when it is completed will be a great boon to the many Midland motor vehicle owners as well as those in North Wales whose vehicles are frequently operating in this district.

Commercial Motor Users' Association.—At the usual monthly meeting of the C.M.U.A., Midland Division, it was decided to recommend to the Parade Sub-Committee that the Fifth Annual Commercial Vehicle Parade be held on the 5th of July. It was also decided that a meeting of the whole of the Members of the Division be called for the purpose of electing a Parade Sub-Committee and in addition that non-members could be co-opted on this Committee if desired. The object of this proposal is in order to obtain a fully representative committee so that the Parade shall be an even greater success than usual. The following gentlemen were elected Delegates to the National Council of the Association, Messrs. O. C. Power, W. J. McCormack, J. H. Stirk and S. K. Thornley.

Roads Improvement Association.—Among other matters dealt with at the last meeing of the Midland Branch of the Roads Improvement Association, were the following: It was decided to press for the construction of bridges over the water splashes at Shirley and Grimes Hill and to prepare a map showing the necessity for such bridges. There was some discussion of the question of lamps on street corners, it being agreed that where possible lamps should be placed on the outer edge of the footpath on all corners. It was pointed out, however, that in certain cases, were this done, the excessive camber of the road would cause high vehicles to tilt and collide with the lamp posts. It was decided to investigate the matter before making any suggestions to local authorities on the subject. The question of the classification of the Alcester-Evesham Road, which is at present classed as a "B" road, was discussed at some length and it was ultimately decided to take steps to see if the road could be reclassified as "A" right through from Birmingham to Cheltenham. It was decided to send the following resolution to the Bournville Residents' Committee regarding the low and narrow bridge under the L.M.S. Railway at the entrance to Bournville, "Resolved, that the Midland Branch of the Roads Improvement Association heartily support the petition of Bournville residents and road users, for the widening and raising of the railway bridge at Bournville."

Motor Vehicle Drivers Prosecuted.—The Borough of Smethwick, or rather the police of that borough, are paying attention to commercial motor vehicles, with the result that summonses have been issued in connection with indistinct number plates, unlighted rear lamps, indistinct or incorrect marking of the vehicle's weight and so forth. Motor drivers passing through Smethwick should be particularly careful to keep strictly within the law.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Waiting for the Sun.—Char-a-banc proprietors are waiting, with such patience as they can command, for the advent of better weather. The general report is that there is nothing doing and nothing is expected until the atmospheric conditions improve.

Furniture Removers.—In spite of housing difficulties a great amount of the usual spring removals is taking place, and removal work in the district is very good.

Street Obstructions.—In some of the main streets of the Hull suburbs are fountains which were erected at a time when the amount of traffic was not a tithe of what it is at the present time. The ornaments of an earlier day have now become a nuisance and obstruction to vehicular traffic. The Corporation Works Committee have tried the experiment of removing the stone surround of one of them, thus considerably minimising the danger it presents. So satisfied are they with the result that they have given the City Engineer instructions to remove the surrounds from all the street fountains. They have also authorised him to make such arrangements as he deems necessary for lighting the structure of the fountains. The latter step ought to have been taken years ago. Many a motor driver has come into collision with them when the nights have been misty.

Councillor's Free Rides.—By a majority of one vote, the City Council rejected a proposal of the Tramways Committee that members of the Corporation should ride free when proceeding on Corporation business. The Labour members are dissatisfied with the result and will raise the matter again at the May meeting.

Cab Shelter Charges. — The City Treasurer has experienced difficulty in collecting the rents from the users of a taxicab shelter in the square outside Paragon railway station. In consequence, complaint has been made to the Watch Committee who interviewed Mr. Winder, the Honorary Secretary of the Taxicab Owners' Association, on the subject. This body has now been asked to submit a scheme for the payment of the rents in future.

A Sentinel Steam Wagon. — The Works Committee have adopted a recommendation by the City Engineer to place an order for another Sentinel six-ton tipping wagon, at a price of £875, less 5 per cent. for cash. This is £25 more than was paid for the wagon previously supplied, and the City Engineer points out that if the demands of the engineering trades are conceded, even in part, there will be a substantial further increase in the cost of vehicles.

Humber Tunnel.—Commander Kenworthy, M.P., stated a few days ago, that he is arranging for the various interests in Hull, the East Riding of Yorkshire, and North Lincolnshire, to meet the Minister of Transport on the subject of a Humber tunnel. Although the scheme is not at present possible under the Trade Facilities Act, Commander Kenworthy is confident that ample facts could be produced to convince the Government that they ought to initiate works of this character instead of continuing the demoralising system of giving something for nothing.

Retirement.—Captain G. B. Sturdy, F.R.G.S., the Assistant Superintendent of Ellerman's-Wilson Line, has retired after 43 years' service with the firm. He carries with him the good wishes of all with whom he came in contact. In the case of the Captain's these expressions have been reduced into material form in the shape of two silver entree dishes, an illuminated scroll, and a diamond brooch for Mrs. Sturdy, whilst the mates of the ships have given a silver tea and coffee service. The cadets have also come along with a walking stick and umbrella.

Rural Councils and Roads.—A conference of representatives of the various Rural District Councils in the East Riding of Yorkshire has just been held at Beverley for the purpose of taking joint action to secure financial assistance for the upkeep of their roads. The case made by the speakers was that the bulk of the heavy motor traffic using the roads in the rural areas in the East Riding conferred no benefit on those districts but was merely traffic passing between the manufacturing district in the West Riding and the port of Hull. A resolution was passed recording their inability to expend any more money on the maintenance or reconstruction of such roads, and disclaiming all responsibility for any consequent deterioration of important highways in consequence of their inability to shoulder the financial burden of the improved methods of construction that are essential to maintain such highways in a condition suitable for present-day traffic.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Rhondda Tramways Company's Bus Enterprises.—In addition to its recently instituted bus services between Cardiff-Pontypridd, the Rhondda Tramways Company will shortly inaugurate a bus service to link the Rhondda with the Llantrisant districts. The new service will run from Coed Ely and Tonyrefail to Pontyclun and link up a newly-developed mining area. The Company has received the assent of the Pontypridd U.D.C. to a continuance of its Sunday service between Porth and Pontypridd and is developing the bus service side of its undertaking apace. The Company, whose general manager is Mr. T. Halliday has headquarters at Porth (Rhondda) and has already bus services at both Rhondda Valley's upper districts and at Gilfach Goch.

An Important Ferry Proposal. — The Pembrokeshire County Council proposes to institute a ferry for vehicles and pedestrians across the Haven between Hobbs Point and Neyland, thus linking the two populous areas now divorced by an arm of Milford Haven in a manner that would be highly satisfactory to traffic which now has, in most cases, to make a considerable detour to pass from one side to the other. The estimated cost of instituting this service is £35,000, a sum including the amount necessary to prepare the approach roads for two motor vehicles abreast and footpaths. The probability is that a chain-ferry system will be adopted. The consultant engineer's report has been forwarded to the County Main Roads Committee who will decide on what system of ferry shall be adopted.

What a Taxi-Meter Costs.—Some time ago the taxi-drivers of Merthyr Tydfil waited on the Watch Committee asking for the non-enforcement of the regulation prescribing for installation of taxi-meters on vehicles plying for hire. It was claimed that such a bye-law would result in heavy additional costs, a first fitting and year's meter rental amounting to £16/10/-, and a yearly rental thereafter of £8. In addition it was claimed that the insurance of vehicles increased in cost as a result, to the extent in cases of £25. The Committee has now received a letter from the British Taxi-Meter Company, Limited, London, stating that they charge nothing for installation beyond the first year's rental, £8, and £8 per annum rental thereafter. The Chief Constable made report that with the exception of one Company who made an additional charge of £2 per annum on installation of a meter, insurance firms did not increase premiums. The running cost of a taxi-meter ought not in so far as tyres and petrol is concerned to amount to more than 2½d. per mile and that if, as the owners claim, it costs 5d. per mile in the district, it must be due to neglect on the part of the owners. The Committee has decided to meet the taxi proprietors to fix upon a scale.

Easter Trade.—The opening of the coaching season was very satisfactory to South Wales owners, every available seat in advertised trips being booked up during the holidays. With ordinary luck in weather coach proprietors state they anticipate a better season than any since 1920. Some difference in advertised rates for like tours still exists in the Cardiff district and this is not for the welfare of trade in that it perplexes the public who do not understand that difference in vehicle types used may reasonably account for some difference in charges. However, the chaos in fares scales that prevailed last year was not in evidence this Easter, the differences existing being comparatively small. At Cardiff, Cambrian Tours, 1 Wood Street, Messrs. Walters Bros., 99 City Road, Hinton's Garages, Cathay's Liberty Motors, Westgate Street and Messrs. Cridland's, the Rocks, had their full fleets in operation and were taxed to accommodate the demand. From Swansea it is reported that the services of the South Wales Transport Company and Vanguard Motors, Limited, did a record business for Eastertime in conveying passengers to Mumbles and the coast.

Use of Coaches as Buses. — The Chief Constable of Cardiff in a report to the Watch Committee recommends that the use of open type (coach) vehicles as service vehicles by proprietors be forbidden as for ordinary purposes they are not suitable for this type of trade.

Furniture Removal Trade.—The trade in the district is reported to show signs of improvement and to be in advance of the normal at the season of the year established in the past two years. Rate-cutting is alleged to still be a deterrent factor to the trader reaping full advantage of the improved state of trade. This question has long perplexed the trade.

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Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

Joint Industrial Council, North Midland Area.—A meeting of employers and representatives of employees under the Chairmanship of Captain Davenport, was held at the "Flying Horse Hotel," on April 28th, 1924. The new wage increase to horse and mechanical drivers, etc., was confirmed, and a revised scale of wages for youths up to 21 was submitted by a special committee, and after debate was unanimously agreed by the Council to come into operation forthwith. Cases were cited of men who had worked with certain firms nearly 3 months before the Easter holidays, and who were, therefore, under the present agreement not entitled to receive Holiday pay. The employers representatives agreed to reduce the period of probation from 3 to 1 month which was approved. The question of The Industrial Council's Bill was brought forward by Mr. L. Alderman, who strongly pressed for support from both sides. He mentioned that a certain Member of Parliament representing a local division was interested, and requested particulars of the satisfactory working of the Joint Industrial Council for the North Midland Area which had been in force since its inception in war time, and had constantly sat holding regular meeting in Nottingham, and apparently proving its worth. The meeting resolved that a Sub-Committee be given plenary powers to deal with the Industrial Council's Bill on behalf of the Joint Board.

Nottingham and District Master Carters' Association.—A General Meeting was held on April 9th, 1924, at The Mechanics Hall, presided over by Mr. J. E. Chettle, and arising out of the minutes the question of horses and carts waiting for coal at the various collieries was condemned. It was reported that an endeavour was being made to try and stop the practice. With the support of the Transport & General Workers' Union, R.S.P.C.A., and the Chief Constable, a deputation will shortly press the colliery owners to make proper provision to allot coal to contractors on certain days. It is no unusual sight at the present time to see a queue of horses and carts waiting hours for coal, and it is felt that this could reasonably be avoided. A Horse Show Parade will be held on Whit Tuesday, in conjunction with the R.S.P.C.A.

Nottingham Chamber of Commerce Haulage Contractors' Section.—Strong opposition to the Government's proposal for a compulsory eight-hour day is urged by the Motor Haulage Trade Section of the Nottingham Chamber of Commerce. The matter, says the report of the Section. is one of great importance to the road transport industry, as under Article 1 of the Draft Convention, transport of goods by road, rail, sea, and inland waterway, including the handling of goods at docks, quays, wharves, and warehouses, is included. The Section is unanimously of opinion that the time is not ripe for the introduction of such a measure, and representations have been made to the Federation to this effect. In place of the annual dinner this year the Section will hold an excursion to the British Empire Exhibition at Wembley during the early part of June. Mr E. Treadwell has been elected chairman of the Section, and Mr. T. Dove vice-chairman for the ensuing year.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

NORTHERN AND WESTERN MOTORWAY.

To the Editor of THE WORLD'S CARRIERS.

SIR,—My attention has been drawn to the following statement which has been put into circulation :—

"The Commercial Motor Users' Association has re-examined the Coventry to Manchester Motorway scheme in detail, and revised its views as regards the desirability and practicability of this scheme. Whereas the Association organised a deputation to the Minister of Transport against the scheme some time ago, it has now signified its intention of according the scheme its support."

It is not possible to account for the above statement, as, when the question of the use of State funds for this private enterprise was removed, this Association's original objections were re-considered.

The attitude of the Association is expressed in the following unanimous resolution of the National Council, reached on the 2nd ult. :—

"That the Association as a body should neither support nor oppose any scheme which would involve the payment of tolls for the use of any highway which is to be or is being entirely constructed or maintained by private enterprise."

As the National Council of this Association desires the correct terms of its attitude towards this private enterprise to be made known, the assistance of the WORLD'S CARRIERS is asked to that end.

I am, Yours faithfully,

50 Pall Mall, S.W.1. F. G. BRISTOW,
1st May, 1924. General Secretary.
The Commercial Motor Users' Association (Inc.).

L.G.O.C. Motor Coach Touring Season.

THE London General Omnibus Co., inaugurated their Motor Coach Touring Season, which commenced on May 12th, with a special Press Outing on Tuesday, May 6th, when the party covered the trip, which is known as The Chilterns Tour and is the longest of the series contained in their booklet of whole-day tours. Starting from St. James's Park Station at 10 o'clock in the two A.E.C. motor coaches, which we illustrate, the tour was by way of Harrow, Rickmansworth, Amersham, and Gt. Missenden to Wendover, which was reached just before 1 o'clock. The party were entertained by the L.G.O.C. to luncheon at the Red Lion Hotel. Major Ivor Fraser, Chief officer of the Press Department at Electric Railway House, presided and gave some brief particulars of the L.G.O.C. programme for the coming season.

At 2.30 the party left Wendover and journeyed by way of Princes Risboro', the Wycombes, Burnham Beeches, Stoke-

TWO A.E.C. MOTOR COACHES STARTING ON TOUR.

Poges, to Richmond, where they stopped for tea, afterwards returning by Kingston and Putney. The tour covered upwards of 90 miles and passed through some of the most lovely country in Buckinghamshire, which is now looking its best with the new green foliage and cherry trees in full bloom.

The programme of the L.G.O.C. comprises a choice of 49 tours made up of 11 whole-day tours, 12 afternoon tours, 13 half-day tours (from local centres), 9 evening tours, 2 "Seeing London" tours, and 2 special tours. Booklets are issued for each series of tours giving illustrations of some particular place of interest as well as a brief resume of the places through which the tourists pass.

The A.E.C. coaches were very comfortable, and the long trip offered a severe test of the qualities of these well-known vehicles. A guide went with each coach who pointed out the places of interest en route. The L.G.O.C. are looking forward to a very busy season in view of the large numbers of visitors who will be in London in connection with the British Empire Exhibition.

Roads Research Laboratory. — The National Physical Laboratory have issued a revised edition of the pamphlet dealing with Tests and Measurements undertaken at the Roads Research Laboratory on behalf of the Ministry of Transport (Roads Department). The pamphlet gives details of the methods, regulations and fees for tests on specimens of rock to be used as road stones and for tests on materials used in the formation of dustless roads. The revised fees came into force on the 1st of April, 1924. Copies of the pamphlet may be obtained on application to the Director, National Physical Laboratory, Teddington, Middlesex.

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Law Cases.

HAULAGE CONTRACTOR TO PAY £20 DAMAGES.

IN the Bow County Court, before Judge Cluer, Lottie Elizabeth Buxton, of 97 Victoria Avenue, Walthamstow, sued Mr. Geo. Ed. Gatterell, of the Lion Transport Service, Dunmow, Essex, haulage contractors, to recover £20 damages for personal injuries. Mr. J. Sharman appeared on behalf of the plaintiff, and the defendant did not enter an appearance. The plaintiff said that on the evening of the 21st of July, she was in one of the Walthamstow tramcars, which was near the Forest Road and stationary, when something crashed into the side of the car, there was a deluge of broken glass, and she became unconscious. She was removed to see a doctor close by, and later went under the care of her own doctor, Dr. Bateman, who had attended her ever since. She was laid up in bed for three weeks, during which time she had had to have the assistance of a Miss Cracknell, and ever since she had got up she had also had to have her help. The doctor's bill was £6/12/0. She was still suffering from neuresthenia as a result of the shock. Asked by his Hon. to explain what occurred, Mr. Sharman said the defendant's lorry, loaded with sacks, and with a hand trolley on top was passing along the road. The hand trolley had been insecurely tied, with the result that as it passed the tram, it slipped over the side, and ripped all the glass along the car, besides pressing the side in. Ernest Chas. Ferrier, of 42 Clarendon Road, Walthamstow, said he was wheeling his bicycle along at the time and saw the stationary car. The next he saw was a number of sacks and this trolley fall off the top of the defendant's motor lorry, which drove on. He at once jumped on to his bicycle, and went after the defendant and stopped him. Mr. Sharman went on to say that a number of people were injured in the car by the concussion, and cut by the splintered glass. Judge Cleave said that in view of the injury done, the claim was a very moderate one, he saw it was only £20. Mr. Sharman: I don't know whether, under the circumstances you will allow me to amend the claim, and claim more; you see the doctor alone is £6/12/0. Judge Cleave (laughing): No, I don't think I can do that. There will be judgment for the plaintiff for £20, and costs.

SCIENTER AND HORSES.

A CASE of considerable importance to keepers of horses, having reference to the proving of *scienter*, has been decided by Judge Snagge, in the Bow County Court. The plaintiff was Mrs. Isabella Bruce, of 151 Albert Road, Leyton, the wife of a policeman, and she sued Mr. J. S. Powell, of 115 Fairlop Road, Leytonstone, a jobmaster, to recover £100 damages, for personal injuries due to the bite of a horse. Mr. Freedman appeared as counsel for the plaintiff, and Mr. A. S. Leighton, barrister, for the defence.

In opening the case, Mr. Freedman said the defendant let out carriages, and also had cabs on a rank in Grove Green Road, Leytonstone. The plaintiff was walking with a friend, who was holding her left arm, and was passing the cab rank, when one of the horses savagely bit her right arm, causing her excruciating pain. The horse reared up, and would have dragged her into the road, except that her friend was hanging on to her arm. She was attended by a doctor at the time, but the consequences were serious, as phlebitis supervened, and she carried her arm in a sling for three months, was partially disabled for six further months, and had not yet recovered. The only questions before the court were *scienter* and damages. He did not intend to try and prove *scienter* within the knowledge of the owner, but he would as to the servant, and he submitted that was sufficient in law, as it had been laid down so by Lord Haldane. It need not be vicious to the knowledge of the owner, but if he delegated it to the care of a servant, and it was vicious within the knowledge of the servant, then *scienter* was proved in law as laid down in the case of "Baldwin v. Cisella," in 1872. That decision had never been questioned or overruled. It was only right he submitted that every care should be taken that a horse was not allowed on the streets that was vicious or snappy, and it was for the servant to see that nothing happened.

Mrs. Isabella Bruce, the plaintiff, was then called and stated that on April 30th, 1923, she was in the company of a friend in the Grove Green Road, on the road to Leytonstone. She was approaching a cab rank, and on getting there, one of the horses turned its head and grasped her by the arm savagely. She screamed with fright, and the horse tossed its head in the air, with her arm in its mouth, and had it not been for the fact that her friend was holding her other arm, she would have been flung into the road. The cabman was leaning against the wall and he dashed forward, grasped the rein of the horse, and pushed her away from the horse, thereby taking control of the horse. She was then assisted away, her coat and dress were removed, and she was taken home in great pain. At that time she was suffering great pain, and saw a doctor. Finally, as the pain did not subside, she called in her own doctor, Dr. Wright, and for three months her arm was completely out of action, and six months partially, and even now she felt great pain at times, could not lay on the arm, nor bear anyone to touch it. During the three months her arm was out of action, it had to be in a sling, and she was cautioned to keep herself very quiet. In all she spent about £8 in extra nourishment, and for three months she employed a charwoman for three days a week at 5/- a day. Also she was unable to do her own washing, and had to put that out, and also, instead of being able to do her own dressmaking she had to get that done. Also she had to go to Aberdeen for a holiday under doctor's advice, she being helpless, Aberdeen was the nearest place where she had relatives. In cross-examination, she said that so far as her opinion went it was a bay, or a chestnut horse. She was walking with her friend, Mrs. Mullins, side by side.

Dr. Wright, of 594 High Road, Leytonstone, said that when the plaintiff came to him she alleged that she had been bitten by a horse, and found that it was swollen. At that time there was phlebitis, and that continued for months. Even now she had the aftermath of the phlebitis. He ordered her away for her holiday, and although it improved her, she was not completely restored, and would not be for the next six months. In cross-examination, he denied that he discharged her as cured on the 2nd August, except so far as regards the local injury was concerned, which consisted of an inflammation of the veins, caused by crushing; the skin was not broken. He ordered the arm in a sling, and to take open-air exercise to counter the irritation of the arm. That was for seven weeks, and then he ordered gentle movement, but that would not consist of dusting, which was active and not ordinary passive gentle movement.

Mrs. Mary Elizabeth Mullins, of 575 High Road, Leytonstone, stated that she was walking arm-in-arm with the plaintiff when the horse bit her friend, and since then she had been irritable and despondent, and had vivid dreams of the bite from the horse.

P.C. Frank Albert Saggers, 778, stated that he was called to the scene of the accident, where he saw Mrs. Bruce, who complained of having been bitten by a horse. Only a day or two before the horse made a snap at him, leaving some froth and oats on his arm. When the horse snapped at him the cabmen were leaning up against the wall and must have seen it. The same horse that attempted to bite him was pointed out to him as having bitten the plaintiff.

Wm. Alfred McCombie, of 137 Newport Road, Leytonstone, said he had frequently to pass this cab rank and on two or three occasions a dark brown horse snapped at him; at the time cabmen were standing against the wall.

Geo. Walpole, of 105 Twickenham Road, Leytonstone, said he remembered a Thursday in April, when as he passed the cab rank a horse snapped at his arm, at a time when his wife was with him. It was a dark bay horse.

This closed the plaintiff's case.

For the defence Mr. Leighton submitted that there was no case to answer, as *scienter* had to be proved. The nearest they got to that was P.C. Saggers, and he practically proved nothing. It was true he thought the driver was present, but he did not make any statement to him at the time.

Mr. Freedman said it was clear the driver was there at the time, and must be taken to know that the constable was attacked. Judge Snagge: But the officer admits that he does not know if the driver knew he was snapped at. Mr. Freedman: Certainly he was there. Judge Snagge: But what proof is there that he had knowledge of what happened. Mr. Freedman: He was in charge. Judge Snagge: In charge is one thing, but is that to say it is to his knowledge. How am I to find that a *prima facie* case is made out. Mr. Freedman: It was his duty to see what was going on, he being in charge. Judge Snagge: But that does not prove *scienter*. Mr. Freedman: But I suggest that in the case of "Baldwin v. Cisella" it practically lays it down that to be in charge proves the scienter. I say that having control of the animal he must know its peculiar propensities, and I have proved by witnesses that it is an animal that snaps. Judge Snagge: But a person comes along that the horse does not like, and the horse snaps, and the driver does not see it. Mr. Freedman: Then he ought to, he is in charge of it. I ask you to look at the probabilities. Judge Snagge: All I want to see is if there is any case of scienter at all. I think I had best hear the evidence for the defence.

Robert Underwood, a cabman, living at Leytonstone, stated that he had been employed by the defendant for 20 years. On the day in question his cab was the first on the rank and he was standing two feet off. He saw a woman pass by, but he did not hear any call out, nor did he push his horse away. The first he heard that the lady was bitten was when she was round the corner. He had been driving this horse for five years, and it stood 16 hands high. He had never known the horse to bite, or snap at anybody, nor had he seen any signs of vice. He would describe him as a very quiet horse.

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He had never seen the horse snap at P.C. Saggers, nor had he made any complaint. He had driven the horse which was said to have bitten Mrs. Bruce, many times since, but it had shown no signs of vice. In cross-examination he agreed that he was standing at the horse's head, looking in the same direction as the horse, and that Mrs. Bruce passed between him and the horse, but yet he did not see the horse bite her. He had heard the words "The biter" at the stables, but that did not refer to the horse in question, but a black horse, which was always sent out muzzled. He agreed that it was his duty to keep his eye on the horse.

Chas. Robt. Barker, stableman in the employ of the defendant, said he knew this horse in question, and had been in the habit of grooming him, but had never known it to bite; it was very quiet indeed. "Mike," the black horse, was a bit wicked however.

Albert Marshall, timekeeper to the defendant, said he was close to the rank at the time of the occurrence, and he heard plaintiff call out, and helped her into the yard. He knew the horse, and was greatly surprised to hear it suggested that it had bitten the lady; although there was no doubt that it did.

Mr. James Powell, son of the defendant, said he managed the business, and had never known this horse to be vicious; they had never had any complaint as to it.

This closed the case, and counsel having addressed his Hon. Judge Snagge, said he would willingly accept the story of plaintiff and her witnesses, whereas he could not that of the driver Underwood. To prove *scienter*, however, knowledge of the vicious habits had to be proved as against the servant, and on the evidence before him he was afraid he could not infer that. Under the circumstances there would have to be a verdict for the defendants, although he deeply sympathised with the plaintiff. Judgment was accordingly entered for the defendants, who formally asked for costs.

CHARS-A-BANC AND STOPPING PLACES.

THE owner of a char-a-banc whose driver refused to wait for five members of a party who lingered at a public-house at which a stop was made *en route* and were left behind, was successful in an action against the organisers of the party at the Accrington County Court for the payment agreed upon in respect of the trip. It was stated that the stop was not one included in the itinerary beforehand, and that the driver waited two minutes after he had told the members he was bound to depart.

REGULATION OF MOTOR COACHES AND BUSES IN RURAL AREAS.

A POINT of interest in connection with the regulation of motor coaches and buses plying in rural districts came before the King's Bench Division recently, when the Lord Chief Justice, Mr. Justice Shearman, and Mr. Justice Roche heard the appeal of Dennis v. Miles.

The appellant, Inspector Dennis of the Norfolk Constabulary, summoned the defendant, George Miles, a motor driver, for carrying too many passengers in his motor vehicle, which plied between King's Lynn and Hunstanton. The case was heard by the Justices at Grimston, who dismissed it.

Mr. Montgomery, K.C., for the appellant, said that the defendant on a wet day was carrying fifty-three passengers, instead of thirty-three, for which he was licensed. The information laid was that he was driving a stage carriage with a greater number of passengers than he was licensed to carry under the provisions of Section 13 of the Railway Passengers Duties Act, 1842.

The Magistrates found that the provisions of the Act of 1842 were impliedly repealed by certain provisions with regard to hackney carriages which occurred in the Towns Police Clauses Acts, 1887-9, and therefore no conviction could be recorded under that Act, as the place where the motor omnibus was plying was a rural district.

In reply to the Lord Chief Justice, counsel said the passengers were standing up, a number of them by the driver and on the step. The Magistrates dismissed the case, because the Act of 1842 did not apply, and there was, therefore, no offence committed in this rural district. He contended that in this the Magistrates were wrong, and that the motor vehicle came within the Act as a stage carriage.

Mr. Craig Henderson, K.C., for the respondent Justices, said his point was that the section under which the information was laid applied to old stage carriages, which were, down to 1842, the subject matter of stage carriage duty.

The Court allowed the appeal, with costs, and remitted the case to the Justices to convict.

The Lord Chief Justice said it was contended that the Act of 1842 was governed by the earlier Act of 1832, which defined a stage carriage as the vehicle drawn by animal power. If the matter ended there, that might have been true. But it did not end there, because it had been dealt with by the Act of 1896, which dealt with petrol-driven vehicles and motor-cars. Under this Act such vehicles as this came under the definition of light locomotives on highways, and it provided that such vehicles should be deemed to be stage carriages within any rural district. Upon the day this vehicle was stopped, therefore, it was a carriage used as a stage carriage, and liable to the law that related to such carriages and came within Section 13 of the Act of 1842.

Mr. Justice Shearman and Mr. Justice Roche concurred.

IS A TRACTOR A HEAVY LOCOMOTIVE? AN IMPORTANT RULING.

THE Horncastle Bench decided to convict Messrs. Cole Brothers, of Sleaford, summoned for not having a third man with their locomotive on February 22nd, and as the decision affects hundreds of users of the same type of tractor all over the country the Magistrates agreed to state a case.

The case had been adjourned to enable defendants to bring expert evidence to contest the alleged emission of smoke, which the police contended brought the tractor under the description of a heavy locomotive. At the resumed hearing Mr. A. Stonehurst, instructed by Sir Wm. Joynson-Hicks and Co., appeared for the defendants.

Mr. C. L. Wilkinson said he was an engineer, employed by Messrs. Marshall, Sons, and Co., of Gainsborough, who had a world-wide reputation as manufacturers of tractors. All their tractors were constructed to consume their own smoke as far as possible. Any small amount emitted would be due to a temporary or accidental cause. This was the first occasion they had been questioned. Over 1,000 engines of the type had been sold to firms all over the country, and the authorities had accepted them as tractors and nothing else.

Mr. Oliver, the driver of the engine, said it was not true that the road was completely enveloped in smoke. There might have been some smoke just after he fired up, but the tractor did not smoke usually to that extent. It was impossible to say it did not smoke at all.

The Chairman said the Bench found the case proved because it was identical with the cases of Hindell and Palmer v. Noblett, and Evans v. Nicholl. They were bound by those cases. They would inflict a fine of 10/-.

Mr. Stonehurst: Will you state a case for appeal? It is a serious decision for firms all over the country.

The Chairman: Yes, it is very important. That is why we have given such a patient hearing. We agree to state a case.

Asked by the local labour party to municipalise the buses now controlled by the City of Oxford Motor Services, Ltd., the Oxford Corporation Parliamentary Committee reports that the undertaking could not be acquired without the Company's assent before 1951, and it is doubtful if the Corporation could obtain Parliamentary powers to municipalise the undertaking.

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Roads Improvement Association.

THE Annual Meeting of the Roads Improvement Association was held at the Surveyors' Institution, Great George Street, Westminster, London, on April 30th last.

Mr. W. Rees Jeffreys was in the Chair and in moving the adoption of the Annual Report, congratulated the Association upon the safe return to this country of their distinguished President—Prince Arthur of Connaught—after his important work for the Empire in South Africa; upon the election of Sir Edward Iliffe, M.P., as their Treasurer, and upon the addition to the members of their National Council and Vice-Presidents of the late Parliamentary Secretary to the Ministry of Transport—Lt. Col. J. T. C. Moore-Brabazon, M.P.

Continuing, Mr. Rees Jeffreys said that they who were pioneers in the work of road improvement had been rewarded by the increased public interest in roads and road traffic. Twenty-five years ago only a few cyclists could be got to join together to assert the importance of the public road in the life of a community. Now things were changed. A Government department was administering an annual revenue of 14 millions in aid of the improvement and maintenance of roads—a revenue greater than the entire national income of many States. Roads and road traffic were subjects of constant debate in Parliament and in the Councils of the Municipal Authorities.

LONDON TRAFFIC BILL.

At the present time a London Traffic Bill was engaging the attention of Parliament. It was in many respects a disappointing measure. Admittedly it was a stop-gap. He thought that a really constructive measure that offered some solution of the problem of London Government could have been got through with less trouble than the present pinchbeck proposals. The present Bill satisfied nobody. If, however, it was the best the Government could produce they must accept it and do their best to make it as good as the circumstances warranted.

WIDEN ROADS IN ADVANCE OF BUILDING.

There was one provision which he would like to see clearly set out in the Bill which would make it a valuable measure. That provision was one to enable the great roads leading into London to be widened in advance of building developments. It seemed as though it were impossible for communities to exercise even ordinary foresight when day by day they were permitting new buildings to be erected on the great roads leading into and surrounding London close up to the existing macadam highway without even making provision for a public footpath much less for the increasing growth of traffic. Personally, if he had the authority, he would enact that on any Class 1 road within 25 miles of Charing Cross, where land had not so far been built over, no building should be erected within 75 ft. of the centre of the highway. He would compensate owners for any worsement they could prove by reason of such a provision out of public funds. It would be infinitely cheaper than the present method of allowing houses to be put up and then pulling them down a few years later to widen the road and paying enormous sums for compensation and disturbance. In the meantime traffic suffered.

The Minister of Transport should be authorised to prescribe a minimum building line so far as new buildings were concerned on any roads to which contributions for maintenance were paid out of the Road Fund without prejudice to the rights of the local authorities to prescribe a building line of still greater width over that section of the road in their particular area. He understood that provisions to this effect were in the Bill prepared by the late Government, and there were certain items in the schedule which supported that view. But it appeared that these clauses had been struck out. It was to be hoped they would be restored.

THE PROBLEM OF THE BRIDGES.

It was desirable that a permanent authority, municipal in character, with adequate powers, should be established as soon as possible so that it could look at the lay-out of London from the Greater London point of view. There was the question of the bridges, St. Paul's Bridge might or might not be a good scheme considered from the point of view of the City alone. The rebuilding of Lambeth Bridge might or might not be a good scheme considered from the point of view of the County of London alone. But he was very doubtful if an Authority were constituted to look at Greater London as a single unit that they would commit themselves to an expenditure of 5 or 6 millions to build St. Paul's Bridge and widen Aldersgate Street throughout its entire length; or about a million to rebuild Lambeth Bridge and make the widenings which would then become necessary, in preference to other schemes which would tend to divert traffic from the City and from Westminster. Looked at from the Greater London point of view, the Roads Improvement Association were inclined to think that on the eastern side of Greater London the most urgent work was to improve the roads between the City and the Riverside area, and to build a new tunnel under the Thames below the present one at Blackwall so as to relieve the traffic on London Bridge and the Tower Bridge; and on the western side to build the bridges at Mortlake and at Richmond which form part of the Chertsey Road which had been approved by the Arterial Road Conferences of 1914-15.

BLEEDING THE ROAD FUND.

Then there was the question of the Road Fund. The Roads Improvement Association had great responsibilities in this matter because they, more than any other organisation, had advocated and were responsible for the institution of this Fund. They most strongly objected to its dissipation on schemes not immediately urgent from a road point of view, but which were adopted to give work to the unemployed. The Road Fund should not be bled to save the State from making proper provision out of national finances for the unemployed. One such scheme he had in mind was the proposed road between Glasgow and Edinburgh, which was estimated to cost 2 millions, of which 1½ millions was to be contributed out of the Road Fund. The local authorities, in spite of the large grant, were jibbing against finding the £500,000 they were expected to find, and quite wisely too. There were many road works in Scotland far more urgent than this proposed road between Glasgow and Edinburgh. There were already three roads and three railways connecting these cities. The only portion of the scheme that was at all urgent or necessary at the present time were the first few miles out of Glasgow.

He hoped this question would be raised in Parliament and this wasteful expenditure of a million and a half stopped. After all, it was mainly English money and it could be spent to far greater advantage on widening and improving the approach roads to London, to Manchester, to Birmingham and the other industrial centres.

Lord Montagu of Beaulieu said he cordially agreed with the Chairman's remarks. The proposed scheme for the control of London traffic was, in his opinion, bound to fail. The real solution for traffic congestion was wider streets, subways and overhead ways. As to the Road Fund he supported the remarks of Mr. Rees Jeffreys as to the way that fund had been bled for purposes which were not really road matters. In regard to the new authority which was to regulate the traffic of London he noticed that its expenses were to be paid out of the Road Fund. That was a monstrous proposition. Suppose, say, Manchester or Glasgow were to set up a similar authority, which they were quite entitled to do, were their expenses also to be paid out of the Road Fund?

As to roads in general he thought they might congratulate themselves that in consequence of the excellent spade work in the past, put in by the Roads Improvement Association the standard of the roads had very much improved. We had the best main roads in the world but how long they would remain so it was impossible to say. It was quite clear that, with increasing weights and traffic, unless a great many of the roads were brought up to modern standard they would become a source of very great expense to the local ratepayers and nothing was so expensive as a road which would not bear the traffic which passed over it. In Great Britain we had only about one motor car for every fourteen inhabitants, whilst in the United States there was one motor car for about every ten inhabitants—if motor cars in England were to approximate some day to anything like what existed in the United States not one of our main roads and streets would be adequate and bodies such as the proposed London Traffic Authority would prove to be quite useless in fact it would have done more harm than good. The only real solution was to make up their minds to go whole heartedly into the question of widening roads or to build special roads for the heavier classes of traffic upon which there would be no antiquated restrictions as to speed limit.

The Earl Russell said that the proposed London Traffic Bill was a wretched measure—it was a make-shift and was being forced through the Standing Committee by Lord Montagu's political friends (laughter). That some traffic authority was needed they were all agreed but it must be a public authority, a body which had the interests of the public at heart. There was the question of bleeding the Road Fund which was very serious. Every Chancellor of the Exchequer, whatever his political complexion, looked about for some fund which did not come from the Treasury, and he generally succeeded in getting the assent of the House of Commons to stealing it. All Chancellors of the Exchequer did it and it could only be fought in the House of Commons, nothing could be done in the House of Lords.

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WOOD V. ASPHALT.

Col. R. E. Crompton, C.B., said that he was present to ventilate one matter which he thought was of extreme importance at the present moment, namely, the way traffic congestion was enormously increased by wood paving. Wood paving at the present moment was up all over London simply because it was composed of bad wood—modern sap wood—and the consequence was that the rain falling that day would probably cause a hundred breaks in the streets and each break would take eight days to repair. An effort, a crusade, should be made with a view to substituting, in every case, modern asphalt for wood paving. He had made careful inquiry from most responsible people who undertook to replace 4½-in. wood paving by double asphalt cover which in every case could be repaired and the traffic pass over it within twenty-four hours instead of the eight days now occupied to do the same job.

Mr. Rees Jeffreys said that the Road Fund was originally started for the improvement of the roads. In 1913-14 it was proposed to make a contribution to the maintenance of roads —the money could not be found and the Road Fund was raided for it. Started for improvement of roads it was now used for maintenance as well. The next raid upon the Fund was for the unemployed and this had continued for three or four winters. It was raided to the extent of one and a quarter million pounds for the purpose of rural roads, *i.e.*, third-class roads, and now the fund was being raided for the expenses of a Traffic Board.

The Report was adopted unanimously.

Mr. Percy Boulnois asked Colonel Crompton whether the material he proposed to substitute for wood paving had been sufficiently tried out. It was a bold move to attack wood-paving which was looked upon as the premier paving for towns.

Col. Crompton said that the City had used asphalt almost from its commencement. Asphalt was far in advance of wood. Wood came to help the horse—the horse had gone and there was now no necessity for wood paving.

Mr. Rees Jeffreys was re-elected Chairman for the ensuing year, and Mr. Percy Boulnois honorary technical adviser.

Transport Wages.

AT a meeting of the East Lancashire Road Transport Association and the Commercial Motor Users' Association (Blackburn Area Joint Organisation), Mr. J. C. Hindle presiding, the Secretary gave the history of the negotiations that had taken place with respect to a composite agreement embodying the whole of the terms and conditions of employment in transport for the districts covered by the Lancashire Federation. The agreement in draft was presented to the meeting, and the terms were accepted.

The Secretary read an application from the Transport and General Workers' Union for an all-round increase of 5s. per week in transport wages, and a discussion on the same took place.

The opinions expressed were decidedly against any increase on various grounds, principally that the demand was contrary to the method of regulation of wages in the existing agreement, that trade generally could not stand an increase in transport wages, which would affect all stages of production in manufactures, and would finally place a heavy charge on finished goods, and that those engaged in the cartage and haulage industry could not afford any increase in wages.

The matter was finally referred to the Committee of the Lancashire Federation of Road Transport Associations to deal with.

It was decided to recommend the Lancashire Federation to support the passing of the Industrial Councils Bill.

Road Transport Workers' Wages.—A settlement has been arrived at with regard to the application of the Yorkshire road transport workers for a wage increase of 5/- weekly. The employers offered an all-round increase of 2/- and this was accepted. At a joint conference held in Leeds it was decided to set up a joint committee of employers and representatives of the Transport Workers' Union to draw up a schedule of rates for the Yorkshire area. The wage increase took effect from the first pay day in May, and affects about 7,000 men. This agreement does not affect Bradford haulage contractors or any other class of drivers and motormen in Bradford. The Bradford Commercial Vehicle Owners' Federation met the trade union secretaries with reference to an application for increased wages, and the meeting was adjourned so that the Committee could report to the general body of members during the second week of May, and Bradford will be bound by any agreement that may be reached at that time. Bradford and District is a distinct area, covering all classes of horse and motor drivers, with the exception of those employed by dyers.

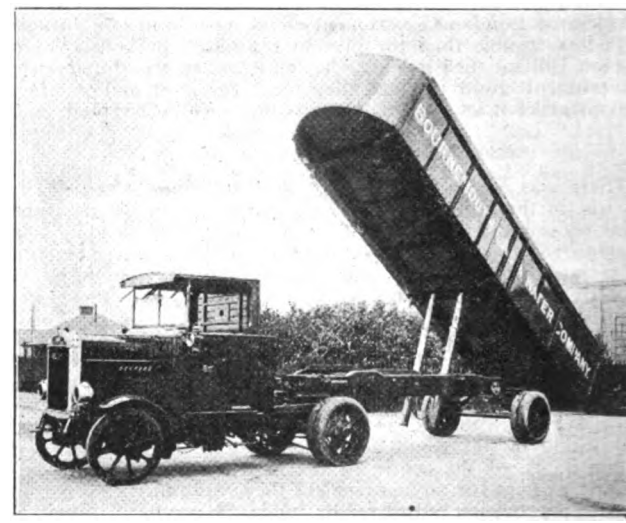
Motor Notes.

A. E. Newton, Limited.—A. E. Newton, Ltd., have just moved into more commodious premises at Alexandra House, Queen Square, W.C.1, off Russell Square. The Company has been reconstituted and is embarking on a more extensive and comprehensive programme. Mr. Albert E. Newton, who was for so many years at the head of the automobile lubricants department of the Vacuum Oil Company, Limited, retains his position as managing director. In addition to marketing Newton motor oils and greases the Company holds the sole concession for Shaler Vulcanisers, and the selling agency for "Autobestos" brake and clutch lining.

Large Order for H.I.C. Trailers. — We congratulate Messrs. Haulage Improvements and Constructions, Ltd., 39 Granville House, Arundel Street, Strand, London, W.C.2, upon the fine order which they have received from Messrs. Elder, Dempster & Co., Ltd., for 54 of the well-known H.I.C. trucks.

Beatonson Patent Headwork.—We are informed that three thousand cars have recently been delivered fitted with the Beatonson patent headwork in various models.

A Huge Tipping Wagon.—The Scammell tipping wagon as shown in the photograph is, we are informed by the makers Scammell Lorries, Ltd., the largest that has ever been built. Its body has a capacity of no less than 30 cubic yards. It is intended for the conveyance of coke which is a bulky material in proportion to its



A SCAMMELL 6-WHEELER SAID TO BE THE LARGEST TIPPING WAGON EVER BUILT.

weight and, therefore, the large body space is required to accommodate a 10 ton load. The body is 24 ft. long over all, 7 ft. wide inside and 4 ft. high. It has a number of special constructional features including the stiffening of the top edge by the Z-shaped formation of the side plates. The tipping mechanism is of the Bromilow & Edwards type and comprises two telescopic rams which lift the body to an angle of 40 degrees in less than two minutes. The vehicle can turn in a 42 ft. diameter circle.

"B.P." in the Irish Free State.—The entire business of the British Petroleum Co., Ltd., in the Irish Free State has been purchased by the Irish B.P. Company, Limited, a newly-formed organisation for the distribution of "B.P." petrol. The whole of the buildings, plant, offices, vehicles and all other assets have been acquired by the new Company and the entire personnel has been taken over. The Irish B.P. Company is thus a completely equipped organisation with storage installations and depots throughout the South of Ireland.

The Care of the Electric Vehicle.—The Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester, have issued a very useful instruction card measuring 30 ins. by 20 ins. mounted on stout cardboard and glazed over making it very suitable for hanging in the workshop or garage. The card contains a series of useful hints for the owners of electric vehicles. The card has line drawings showing side and elevation and plan of a typical electric vehicle, whilst instructions include care needed for the various moving parts, principal attention is given to the controllers and batteries.

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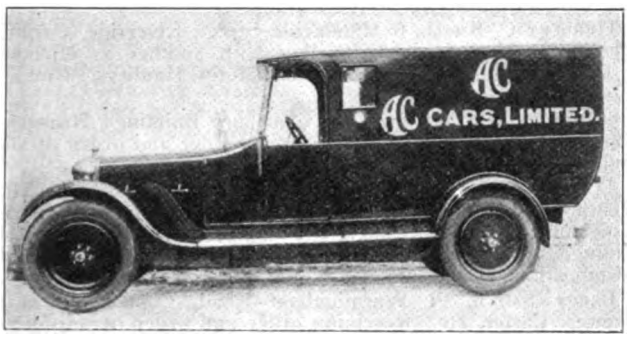
Copies of this card will be sent free to all electrical vehicle users who have not already had a copy, if they will make application to the Chloride Electrical Storage Company. The battery information applies to Exide-Ironclad batteries, but the hints given apply generally to other types of batteries. The firm are also issuing a series of battery service technical letters for motor car dealers. The letter we have before us, No. 4 of the series, deals with leaky battery boxes.

The A.C. Delivery Van.—At one time the A.C. Cars, Ltd., did a large trade in three-wheeled delivery vans known as the "Auto-Carriers" but as time went on private car trade for the modern A.C. car completely filled the works and there was no room for the manufacture of commercial vehicles; lately, however, the commercial car trade has been revived and our picture shows a very handsome roomy van body on a 12 h.p. A.C. chassis which



A VERY SMART A.C. VAN.

is interesting to those firms who want something quite out of the ordinary in a light delivery van. It is finished in a style which looks almost as if the whole car were made in mahogany and naturally it is not a cheap van. The Company use these vans themselves, not only for advertisement, but also for the purpose of testing all kinds of parts which are used in the standard private car chassis. As this van work is much more severe from a test point of view, both in the distance run per day and the load carried, the test is a valuable one. Standard A.C. private car parts are used so that they may be stressed beyond usual limits.

An Excellent Testimonial. — Mann's Steam Cart & Wagon Co., have sent us a copy of a letter they have received from Robert Stephenson & Son, Ltd., Hull Bridge Mills, Beverley, with reference to a 5-ton steam

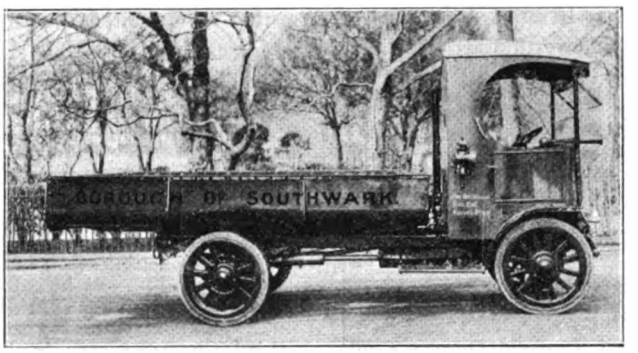
THE 5-TON MANN STEAMER REFERRED TO IN MESSRS. ROBT. STEPHENSON & SON'S LETTER.

wagon purchased by this firm, the photograph of which we reproduce, the letter is as follows:

"In reply to your enquiry as to the running of the 5-ton Steam Wagon which we received from you in July, 1920, we have pleasure in informing you that this is most satisfactory. During the three and-a-half years that we have run it, it has constantly been at work pulling full loads of five tons on the wagon, and three tons on a trailer, over all kinds of country roads, and has given us no trouble of any sort. With the exception of a set of new back tyres, fitted last autumn, our entire repair bill for the three and-a-half years amounted to £10/12/1; the engine is still in excellent condition, and we consider this a very fine record. We have pleasure in enclosing photograph of the wagon with trailer fully loaded with eight tons of cakes, which we thought might be of interest to you."

Steam Wagons for Johannesburg.—His Majesty's Senior Trade Commissioner in South Africa (Mr. W. G. Wickham) reports that the Municipal Council of Johannesburg are calling for tenders for the supply of 3 steam wagons, each of 6-tons capacity, fitted with rubber tyres and either mechanical or hydraulic end tipping gear controlled from the driver's seat. Tenders, superscribed with the contract number must be presented not later than noon on 26th May, 1924. United Kingdom firms desirous of receiving further particulars regarding this call for tenders should apply to the Department of Overseas Trade, 35 Old Queen Street, London, S.W.1, quoting reference 13559/E.D./E.C./2.

A Burford for Southwark.—H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1, have recently supplied a 2½-ton tipping wagon to the Borough of Southwark. The special



A 2½-TON BURFORD TIP WAGON FOR THE BOROUGH OF SOUTHWARK.

features of this type of vehicle are:—body 12 ft. long, with a cubic capacity of 125 cubic feet, the loading line, that is from the ground to the platform level is 4 ft. 6 ins. when laden and the wheelbase is 10 ft. only.

G. Beaton & Son, Ltd.—We have pleasure in announcing that this well-known firm have removed from St. James's Square, Holland Park, W.11, to larger and more convenient premises in Victoria Road, Willesden, N.W.10, their telephone number now being Willesden 3540. At the present time they are specialising in their All-Metal Headwork for Motor Coaches and all enquiries will be attended to at the new address.

Peek Frean Purchase a Saurer.—After exhaustive trials Messrs. Peek Frean & Co., biscuit manufacturers have,

A SAURER FOR A FAMOUS BISCUIT FIRM.

we are informed by the Saurer Commercial Vehicle Co., Ltd., 21 Augustus Street, Albany Street, London, N.W.1, purchased the 5/5½-ton Saurer vehicle shown in the picture. The body was built by Messrs. Robson. The chassis is fitted with Saurer trailing appliances such as the special trailer hook and patent trailer brake control gear. It is used in conjunction with heavy trailers for long-distance haulage.

Albion Motor Car Co., Ltd.—To enable them to deal more effectively with business in the West Riding of Yorkshire, the Albion Motor Car Co., Ltd., advise us that they have opened a Branch Office at 47 Park Square, Leeds, the telephone number of which is Leeds 23767. This branch is under the management of Mr. A. P. Clarke, who has been for many years connected with the Company and has a very full knowledge of all matters pertaining to Albion Vehicles.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Saddleworth Carriers, Ltd., High Street, Uppermill, Yorks., haulage contractors. £18/10/0. January 10th.
C. Wright & Co., 62 Arnold Street, Birkby, Huddersfield, haulage contractors. £26/16/1. January 24th.
Wm. Jordan, 9 St. John's Street, Longsight, Lancs., motor carrier. £51/6/5. January 14th.
Widnes Carrying Co., 25 Alforde Street, Widnes, Lancs., haulage contractors. £43/13/8. February 4th.
T. Derrick & Sons, Baina Road, Abertillery, Mon., haulage contractors. £25/9/0. January 16th.
S. Apperley, Norham Mews, Oxford, jobmaster. £28/4/3. February 4th.
F. Greenwood, Claremont Hill, Shrewsbury (trading as Atlas Carriage Co.), carrier. £151/19/2. January 14th.
A. J. Daniells, Ottawa, Elmbrook Road, Cheam, Surrey, haulage contractor. £95/9/9. January 15th.
Tom Johnson, 75 Westgate, Bradford, removal contractor. £26/5/5. February 9th.
Thos. Lawley, Senr., Forest Side, Gillingham, Dorset, haulage contractor. £83/15/4. February 1st.
National Deliveries, Ltd., 20 Johnson Street, Liverpool, carriers. £16/19/5. December 20th.
Thos. Harvey & Co., 21 Upper Clapton Road, London, E., furniture removers. £44/2/6. February 12th.
Jas. H. Dell, 164 Cherry Orchard Road, Croydon, Surrey, carrier. £67/12/0. February 12th.
Thos. Moore, 63 Lichfield Road, near Sandy Lane, Aston, Birmingham, furniture remover. £60/7/3. February 1st.
Sandy & Wiles, Ltd., 74 Harbour Street, Whitstable, haulage contractors. £50/16/0. February 23rd.
Davis Marston Transport Co., 16 Lord Street, Liverpool, road transport and shipping agents. £28/18/3. February 25th.
Clyde Stewart, 14 Richmond Hill, Accrington, Lancs., haulage contractor. £73/14/0. February 15th.
Nelson, Twiff & Co., Ltd., 146 Bishopsgate Street, London, E.C., forwarding agents. £19/18/6. February 28th.
Gordon Simmons, 18 Rodway Road, Roehampton, Surrey, transport contractor. £79/12/4. January 29th.
Wm. Bourne & Sons, High Street, North Dunstable, Beds., haulage contractors. £20/3/3. March 6th.
Herbert Ralph, 29 Kenwyn Street, Truro, carrier. £21/7/2. February 22nd.
P. A. P. Transport Service, 2 Park Place, Church Road, Leyton, Essex, contractors. £18/11/11. March 10th.
Forrest Wm. Brown, Offham, Kent, carrier. £26/6/2. March 12th.
Waterhead Conveyance Co., Ltd., Garden Street, Mumps, Oldham, haulage contractors. £18/18/0. February 14th.
Leonard Thompson, The Green, Hathern, Leicestershire, motor haulage contractor. £14/1/0. March 13th.
A. White, 94 Coomer Road, Fulham, London, S.W., cartage contractor. £18/1/3. March 5th.
Peak Carriers, 64 John Street, Sheffield, carriers. £19/18/2. March 7th.
Jno. Watkins, 12 John Street, Wakefield, carting agent. £18/13/7. March 11th.
T. Edwards, 19 City Road, Cardiff, haulage contractor. £25/10/4. March 13th.
F. S. Brooks, Meifod, Montgomeryshire, haulage contractor. £21/8/5. March 12th.
Hubert Spary, 17 Saxon Road, Luton, haulage contractor. £28/17/5. March 6th.
F. & J. Hyams, Fern Villas, Napier Road, East Ham, London, E., haulage contractors. £53/1/9. February 8th.
Walter Painter, Normansland, Lyndhurst, Hants., carrier. £18/3/0. March 12th.
Hy. Edwd. Doyle, 140 Lloyd Street South, Fallowfield, Manchester, haulage contractor. £17/15/8. March 20th.
Jones & Sons, Andrews Lane, Formby, Lancs., haulage contractors. £10/4/11. March 13th.
Mowle Bros., Station Road, Whalley, Lancs., haulage contractors. £16/10/0. March 19th.
A. G. Dearman, 483a Kingsland Road, London, N.E., furniture remover. £14/11/4. January 28th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

RICHARD MAYNARD, 25 New Street, Honley, near Huddersfield, Yorkshire. Carting Agent. Receiving order, March 6th. Order of adjudication, March 10th.

S. HYAMS, 6 Bell Lane, Spitalfields, London, E.C. Coal and Coke Cartage Contractor. Receiving order, March 19th.

PERCY HIBBERT, 619 Halliwell Road, and 67 Haworth Street, Bolton. Carrier. Receiving order and order of adjudication, March 18th.

GRIFFITH LLOYD ROBERTS, 16 Hyfrydle Road, Talysarn, Llandllybni, Carnarvonshire. Carrier, etc. Receiving order and order of adjudication, March 25th.

HERBERT C. SMALL, 6 Mandeville Street, Riverside, Cardiff, Glamorganshire, formerly trading with another as Nicholls & Co., 3 Bathurst Parade, Bristol. Motor Hauliers. Receiving order, March 25th.

ERNEST WILLIAM CROWN, 10 Charlbury Buildings, Hunstanton, Norfolk. Carter, etc. Receiving order and order of adjudication, March 27th.

JAMES HENRY HEATH, 42 Tunis Street, lately trading as The Heath Motor Haulage Company, 13 Church Lane, both Kingston-on-Hull, also lately 3 Cliff Street, Bridlington, East Riding, Yorkshire. Carrier. Receiving order and order of adjudication, March 26th.

PERCY SMITH, 91 Warmingham Road, Coppenhall, near Crewe. Carter, etc. Receiving order and order of adjudication, March 27th.

JAMES WILLIAMS, trading as J. Williams & Son, 14a Poplar Street, Troedyrhiw, Merthyr Tydfil. Haulage Contractor. Public examination, April 16th, at Merthyr Tydfil.

BEATRICE HELENA KIRK and ROBERT EDWARD LAURANCE KIRK, trading as The Sherwood Transport Company, Sherwood Firs, 698 Mansfield Road, Sherwood, Nottingham. Haulage Contractor. Public examination, May 8th, at Nottingham.

JOHN HUGHES TRIPP, 89 King's Road, Cardiff. Haulage Contractor. Receiving order, April 1st. Order of adjudication, April 8th.

WILLIAM JAMES GODWIN, 3 Northwalls, Winchester. Haulage Contractor. Receiving order, April 8th.

ARTHUR THOMAS, 8 Park Street, Old Hill, Staffordshire. Late Haulier, etc. Receiving order and order of adjudication, April 14th.

Notices of Intended Dividends.

FRANK NAKNEY, 200 Nelson Street, Bradford. No. 12 of 1924. Haulage Contractor. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

WILLIAM WILKINSON TAYLOR, Hinchcliff Mill, Holmfirth, Yorkshire. Carrier. No. 22 of 1921. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

EVAN HUGHES, 5 Machno Terrace, Conway, Carnarvonshire, lately Harp Hotel, Conway. Carter. No. 29 of 1922. Claims to Isaac Daniel Hooson, Official Receiver, St. Peter's Churchyard, The Cross, Chester.

CHARLES STRONG, the elder, 17 Vauxhall Grove, Vauxhall Road, Birmingham, lately Viaduct Street, Birmingham. Haulier. No. 118 of 1923. Claims to Thomas Easton, Official Receiver, Ruskin Chambers, 191 Corporation Street, Birmingham.

HAROLD VENNARD, trading as J. Vennard & Son, Green Road, Meanwood, Leeds. Haulage Contractor. No. 51 of 1923. Claims to Harry Clifford Bowling, 24 Bond Street, Leeds. Official Receiver in Bankruptcy.

ALFRED WALKER, Ingersley Road, Bollington, near Macclesfield, Cheshire. Carter. 12 of 1923. Claims to Frederick Thomas Halcomb, 12 Lonsdale Street, Stoke-on-Trent.

HENRY WHITBREAD, 7 The Paddock, Westerham, Kent. Cartage Contractor, etc. 1 of 1924. Claims to Guy Hamilton Acheson, 12a Marlborough Place, Brighton, Official Receiver.

Notices of Dividends.

HERBERT COLLINSON, 8 Balmoral Avenue, Lansdowne Street, Kingston-upon-Hull. No. 27 of 1923. General Carrier, etc. First and Final of 3/7 in the £, payable at the Official Receiver's Office, 36 Scale Lane, Hull.

SAMUEL SMITH, 32 Smith Street, Rochdale, Lancashire. No. 22 of 1923. Carrier. First and Final of 5¼d. in the £, payable at the Official Receiver's Office, Byrom Street, Manchester.

ELIZABETH GOODWIN and AMELIA ELIZA WEIR, trading as Goodwin Bros., Croft House, Fernhill Street, North Woolwich, London, and at a Yard in Kennard Street, North Woolwich. Haulage and Cartage Contractors. 22 of 1923. First and Final of 8/11¾ in the £, payable at the offices of the Official Receiver, 29 Russell Square, London, W.C.1.

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Dissolutions of Partnership.

JESSE ROGERS, ERNEST HARRY ROBINS, PERCY WALTER FREELAND, and JOHN CARTER, trading as The Victoria Transport (Farnham) Company, Haulage Contractors and Furniture Removers, 37 The Borough, Farnham, Surrey. 31st August, 1923. All debts by Percy Walter Freeland, who will continue.

THOMAS GOSLING, WALTER GOSLING, WILLIAM GOSLING, and FRED GOSLING, trading as S. Gosling & Sons, Carriers, Carlile Street, Edgeley, Stockport, Cheshire. 31st March, 1923. All debts by Thomas Gosling and William Gosling, who will continue as S. Gosling & Sons.

FREDERICK HORACE CHAMBERS and HAROLD BROOKES CLIFFORD, trading as F. W. Chambers & Co., Hauliers and Contractors, etc. Hucclecote and Barnwood, Gloucestershire. 28th March, 1919. All debts by Frederick Horace Chambers and Harold Brookes Clifford.

HORACE MOUNTAIN and JOHN DOVER MUSCHAMP, trading as Mountain & Co., Haulage Contractors, etc., 62 Granny Avenue, Churwell, Yorkshire. 11th December, 1923. All debts by Horace Mountain, who will continue.

CHARLES WRIGHT and HUGH REID, trading as Wright, Reid & Co., Carting and Forwarding Agents, 30 Brunswick Street, Liverpool, and 83 Orwell Road, Kirkdale, Liverpool. 31st March, 1924. All debts by Charles Wright.

JOHN WILLIAM MORTON and CYRIL MORTON, trading as Morton's Garage, Haulage Contractors, etc., Oughtibridge, near Sheffield. 25th March, 1924. All debts by John William Morton.

GEORGE SUMMERFIELD and FREDERICK CECIL COMAN, trading as Highsted and Coman, 161 Long Lane, Borough, S.E.1. Haulage Contractors. 31st March, 1924.

JAMES NOLAN and DAVID NOLAN, trading as James Nolan, Horse and Motor Transport Contractors and Garage Proprietors, 130 Old Street, E.C., 105/107 Pentonville Road, 5 to 10 Holford Mews, Clerkenwell, and New Street, Old Street, E.C., and 68c Harrow Road, Paddington, W. 31st March, 1924. All debts by David Nolan, who will continue.

FRANK HAINES and CALEB HAINES, trading as Haines Brothers. General Hauliers. 31st December, 1923. All debts by Caleb Haines, of Moorfield Place, Hereford.

THOMAS LUNT, WILLIAM BURROWS, and ARCHIBALD EDWARD DAWKINS MITCHELL, trading as The Central Cartage Co., cartowners and forwarding agents, 87 Old Hall Street, Liverpool. 29th February, 1924. All debts by William Burrows and Archibald Edward Dawkins Mitchell, who will continue.

New Companies.

Lep Transport, Cuddy and Flanaghan, Ltd.—Private Company. Registered in Dublin, April 22nd. Capital £10,000 in £1 shares. The objects are: To acquire (a) the business carried on by Lep Transport and Depository, Ltd., from their headquarters, 47 Lower Sackville Street, Dublin, and (b) the business carried on at 55 Lower Gardiner Street under the style of Cuddy, Flanaghan and Co., and to carry on the business of railway, shipping and insurance agents, general carriers, etc. The first directors are: H. R. Heitz, M. Cuddy, M. C. Flanaghan, J. P. Cuffe, W. Jones, and Senator J. Moran. Registered office: 67 North Wall, Dublin.

East Anglian Roadstone and Transport Co., Ltd. (197,482).—Private Company. Registered April 25th. Capital £5,000 in £1 shares. To carry on the business of stone merchants and dealers, manufacturers of and dealers in stone, cement, plaster, lime, whitening, gravel, earth, clay, minerals, coke, fuel, tar, residual products, and artificial stone and building and road materials of all kinds, builders, contractors, quarry owners, contractors for transport of all kinds, truck and wagon owners and carriers, ship, barge and lighter owners, engineers, etc. The first directors are not named. Solicitors:: Nicholson, Graham and Jones, 19-21 Moorgate, E.C.2.

Ben. H. Cort, Ltd. (197,464).—Private Company. Registered April 24th. Capital £3,000 in £1 shares. To acquire the business of B. H. Cort, haulage contractor and furniture remover, now carried on at Leicester and Norwich, and to carry on the business of motor transport contractors, proprietors of and dealers in automobiles, motor cars, wagons, char-a-bancs, etc. The first directors are: B. H. Cort; W. C. Perkins, haulage contractor, S. W. Jermy (all permanent subject to each holding £250 shares). Secretary: W. C. Perkins. Registered office: 35 Exchange Street, Norwich.

Park, Ward and Co., Ltd. (197,540).—Registered as a private company on April 28th, with a nominal capital of £60,000 in £1 shares. The objects are: To carry on the business of motor, omnibus, coach or vehicle manufacturers, builders and repairers, garage, coachhouse and stable builders, makers of and dealers in motor accessories, motor and mechanical engineers, etc. The first directors are: V. A. M. Bradshaw, W. J. Maybery, W. M. Park, C. W. Ward. W. M. Park and C. W. Ward are "Willesden managing directors," and the survivor of them sole managing director, at a salary (in addition to directors' fees) of £800 per annum. W. J. Maybery is "West End managing director" at a salary (in addition to directors' fees) of £400 per annum. Solicitors: Kerby, Sons and Karuth, 10/11 Austin Friars, E.C.

Alliance Garages and Motor Services, Ltd. (197,031).—Private Company. Registered April 5th. Capital £4,000 in £1 shares. To carry on the business of motor and electrical engineers, motor body builders, garage proprietors, cartage, haulage and transport contractors at Walthamstow and elsewhere. The first directors are: H. C. Taffe, A. E. Cornwell, H. S. Bush, Secretary, A. E. Cornwell. Registered office: 9 Old Broad Street, E.C.2.

Haselden and Co., Ltd. (197,077).—Private Company. Registered April 7th. Capital £7,000 in £1 shares (6,000 6 per cent. cumulative preference). To carry on the business of carters and commission merchants and agents as formerly carried on by F. C. Haselden and the late R. B. MacLean as "Haselden and Co," at Alexandria and elsewhere in Egypt, and to carry on the business of general carriers, railway, shipping and forwarding and general agents, warehousemen, bonded and common carriers, owners of refrigerating stores, etc. The permanent directors are: Grace Elsie Potter, J. A. Scott, H. W. Hawkins, E. F. Haselden (managing director). Any person appointed as trustee of the will of F. C. Haselden *deceased*, shall be appointed a permanent director. Registered office: 23 Surrey Street, Strand, W.C.2.

E. Turnbull and Son, Ltd. (197,063).—Private Company. Registered April 7th. Capital £8,000 in £1 shares. To take over the business of livery stable and taxicab proprietors and funeral furnishers, carried on by the trustees of the late E. Turnbull, at North Shields, as "E. Turnbull and Sons," and to adopt an agreement with J. P. Turnbull and J. H. Turnbull. The first directors are: J. H. Turnbull (managing director), Isabella Turnbull. J. H. Turnbull is permanent governing director subject to holding half the issued shares with £300 per annum as remuneration. Solicitors: Reed, Ryder and Meikle, 19 Northumberland Square, North Shields.

United Express Co., Ltd. (197,095).—Private Company. Registered April 7th. Capital £500 in £1 shares. To adopt an agreement with W. E. Thorne, and to carry on the business of forwarding and shipping agents carried on by him at 31 Queen Street, E.C., and to carry on the business of carmen, cartage and haulage contractors, lightermen, etc. The first directors are: W. E. Thorne, G. H. Bryer. The said W. E. Thorne shall be permanent governing director and chairman. Registered office: 31 Queen Street, E.C.4.

J. T. Russell's Buses, Ltd. (197,067).—Private Company. Registered April 7th. Capital £2,000 in £1 shares. To carry on the business of omnibus, char-a-banc, motor car, taxicab and garage proprietors, carriers of passengers and goods, etc. J. T. Russell is first managing director.

Universal Motors (Leeds), Ltd. (197,096). — Private Company. Registered April 7th. Capital £500 in £1 shares. To carry on the business of carriers of passengers and goods, manufacturers of, agents for and dealers in motor cars, motor cycles, taxicabs, char-a-bancs, omnibuses, cabs, carriages, lorries, cycles, etc. The first directors are: G. H. Rawlings, H. V. Higgs, C. Maltby. Registered office: 99 Albion Street, Leeds.

Q.T. Ltd. (197,184).—Private Company. Registered April 10th. Capital £100 in £1 shares. To carry on the business of carriers by land, air and water, ship and barge owners, warehousemen, wharfingers, lightermen, forwarding agents, marine underwriters and insurers, etc. The subscribers are to appoint the first directors. Solicitors: Linklaters and Paines, 2 Bond Court, Walbrook, E.C.

New Carriers, Ltd. (197,234). — Private Company. Registered April 12th. Capital £3,000 in £1 shares. To carry on the business of carriers of goods and passengers, advertising agents and contractors, passenger and forwarding agents, motor car contractors, manufacturers of or dealers in motor vehicles, etc. The first directors are: L. C. Hebblethwaite, H. S. Boxer. Solicitors: Harrington, Edwards and Cobban, 33 Southampton Street, Strand, W.C.2.

Enterprise and Silver Dawn Motors, Ltd. (197,233).—Private Company. Registered April 12th. Capital £15,000 in £1 shares. To take over, as from April 1st, the business of motor engineers and omnibus proprietors carried on by A. Drury, C. R. Whitham, C. Chatburn

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and G. W. Sowerby, at Scunthorpe and Frodingham, Lincs., as "Enterprise and Silver Dawn Motors." The permanent directors are: A. Drury, C. R. Whitham, C. Chatburn, G. W. Sowerby, J. Fletcher. Registered office: Digby Street Garage, Scunthorpe and Frodingham.

Burdett Storage Co., Ltd. (197,273).—Private Company. Registered April 14th. Capital £100 in £1 shares. To carry on the business of warehousemen, storers and carriers of goods, wares and merchandise of all kinds, etc. The first directors are: P. Emanel, E. Angel. Registered office: 21-23 Farrance Street, Burdett Road, E.

Clarence Motor Co., Ltd. (197,304).—Private Company. Registered April 15th. Capital £100 in £1 shares. To carry on the business of general carriers, railway and forwarding agents, proprietors of motors, cabs, omnibuses and vehicles, etc. The subscribers are to appoint the first directors. Secretary (*pro tem.*): T. A. Tyrrell. Registered office: Dumfries Chambers, 8 Dumfries Place, Cardiff.

Hinchliffe and Sons (Sheffield), Ltd. (197,299).—Private Company. Registered April 15th. Capital £2,000 in £1 shares. To carry on the business of haulage contractors, coach and carriage proprietors, horse dealers and breeders, coal, coke, corn, hay, oats, straw and forage merchants, manufacturers of and dealers in harness, saddlery and leather goods, railway agents, general carriers, manufacturers of and dealers in automobiles and other vehicles, etc. The first directors are: Florence Hinchliffe, E. Hinchliffe. Secretary and Manager: E. Hinchliffe. Registered office: 26 Verdon Street, Sheffield.

Mortgages, Charges and Satisfactions.

J. Poulter and Sons, Ltd.—Debenture dated February 28th, 1924, to secure £550, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: S. Lockwood, 5 Cambridge Road, Morecambe.

A. G. Dearman, Ltd.—Particulars filed of £400 debentures authorised March 8th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

A. Wilmot and Son, Ltd. — Particulars filed of £750 debentures authorised March 14th, 1924, charged on the company's property and assets, including uncalled capital and goodwill, the whole amount being now issued.

Trevor, Page and Co., Ltd.—Mortgage dated March 18th, 1924, to secure £1,500, charged on the Calvert Street factory, and 55 Calvert Street, Norwich, machinery and plant, etc. Holders: W. W. R. Spelman, auctioneer, Norwich, and J. G. Robins, 40 The Avenue, Brondesbury.

R. W. Stewart and Co., Ltd.—Deposit on April 5th, 1924, of deeds of various properties in Liverpool, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

South Normanton Motor Bus Co., Ltd.—Issue on April 8th, 1924, of £145 debentures part of a series already registered.

H. Binns, Son, and Co., Ltd.—Mortgage dated April 14th, 1924, to secure £60,000, charged on various properties in Middlesbrough. Holder: Mrs. E. J. Jones, Copsewood, Eaglescliff, Durham.

Keith and Boyle (London), Ltd.—Land Registry Charge on 37 Harleyford Road, S.E.11, dated April 15th, 1924, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Charles Rickards, Ltd. — Satisfaction to the extent of £10,300 on December 7th, 1923, of trust deed and Conveyance and Instrument of Charge dated June 30th, 1905, securing £14,000.

Robert Hall, Ltd.—Satisfaction in full (a) on February 5th, 1924, of debenture dated March 10th, 1923, securing £500, and (b) on February 26th, 1924, of debentures dated November 9th, 1920, securing £2,500.

W. G. Harris (Stratford), Ltd.—Satisfaction in full on July 4th, 1919, of debenture dated October 6th, 1911, securing £250. (Notice filed February 29th, 1924.)

Receiverships (Appointment or Release).

G. Edwards and Holmes, Ltd.—C. E. R. Fraser, of 34 Park Street, Nottingham, was appointed Receiver on April 3rd, under powers contained in debentures dated February 14th, 1924.

Horton and Hilton, Ltd.—W. R. Clarke, of 20 Mount Street, Manchester, was appointed Receiver on March 31st, 1924, under powers contained in debentures dated March 3rd, 1922, and January 15th, 1923.

Kenyon Transport Co., Ltd. — F. T. P. Deyes, of 51 North John Street, Liverpool, ceased to act as Receiver or Manager on April 10th, 1924.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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MAY, 1924.

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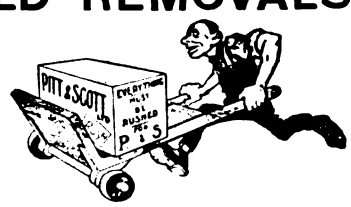

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 237. JUNE 16, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

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Editorial Notes.

Stabilisation of Road Transport.

In this issue we publish an article on the stabilisation of the road transport industry which we commend to the earnest consideration of all our readers. The article commences in a very pessimistic vein but as it proceeds the horizon seems to lighten and the author apparently still hopes that the situation may be improved. The subject is one which undoubtedly demands the serious consideration of those engaged in the road transport industry in order that the grave difficulties with which it is faced may be overcome and the business placed on a higher plane. The troubles are all too apparent to those engaged in the business but the right method of overcoming them and the right way to organise and stabilise the industry is a difficult proposition. We shall be very glad to receive contributions from readers either in support of the suggestions made by Mr. Fletcher in his article or controverting them and giving some other solution. Since the termination of the great war we have seen the influx into the business of ex-service men who, starting with their war gratuity, have commenced business with one vehicle bought on the hire purchase system and who, as time went on, were inevitably compelled to accept any price they were offered in order to keep the machine at work. The result has been that great damage has been done to the industry while in the end these unfortunate men have been driven to the wall and have disappeared. At the same time there are very great difficulties in the way of fixing rates for transport work and we must express our opinion that any system of compulsion should be avoided because of the great possibilities for further trouble which may spring from it. We are convinced that the right course to adopt is to educate the members of the industry to understand the necessity for an accurate costing system which will show them exactly what they are earning and what profit they are making. If this were done we believe that the worst of the rate cutting which is so prevalent would be avoided and that members of the trade for their own good would see that reasonable and remunerative charges were made.

Industrial Councils' Bill.

A Bill promoted by a number of Liberal Members of the House of Commons to promote Industrial Councils has passed its second reading by a very large majority. It is very doubtful whether the Government will see their way to grant special facilities for the further consideration of this measure but it is one which is of very great importance to all connected with trade and commerce and not least to those concerned with road transport. Its object is to develop the system of forming industrial councils for every industry for which it is practicable and expedient, such Councils to form a Parliament or court of arbitration for the industry in question. With the promotion of industrial councils we are in hearty agreement and we believe that the more the two sides of an industry come together the better will be the work of such industry and the less cause of friction there will be. At the same time the Bill in question carries the subject very much further than has been the case previously and it inaugurates a principle which must be watched jealously and considered very seriously by all those who are concerned with the freedom of industry in this country. Clause 3, sub-section (2) is as follows:—

> Every application of an industrial council for an order shall be forwarded to the Minister, and a copy thereof shall be published in such manner as may be prescribed, and the Minister shall, after consultation and agreement with the industrial council concerned, make an order confirming, with or without modification and for such a period as may be specified, the decision of the industrial council in respect of which such application has been made, and such order may apply to the whole industry or any part thereof as the Minister may determine and shall have effect as if it were an Act of Parliament.

This power is subject to a number of provisos but put briefly it means that, where rates of pay or conditions of employment are agreed to by the Joint Industrial Council composing the employers on the one side and the trade unions on the other, any such decision arrived at may be

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made compulsory on every member of the industry. The element of compulsion is one which we do not like and which we shall be sorry to see come into force although we recognise the difficulties with which industry, and particularly the transport industry, is faced at the present day. Those who are connected with the employers' associations devote their energies to reaching agreements with the trades unions and whatever benefit is derived from such labours is immediately taken advantage of by firms outside the associations. On the other hand should wages be increased by agreement those who are members of associations are bound to adhere to the arrangements made, while those outside may carry on at the lower scale and in this way compete unfairly with those who are inside the associations. These are matters which are of serious importance to the trade and some method should be found of overcoming the difficulties. At the same time we must reiterate that we do not like the methods of compulsion suggested in this Bill which may lead to unforeseen results of a far-reaching character.

Lift Vans and Taxation.

In this issue we report a Law Case of very great importance to every member of the removal and warehousing industry. It has always been considered in the trade that a lift van was a thing apart from the vehicle on which it was carried and was in effect a large size packing case which could be put on a railway truck or a road vehicle, or taken into a warehouse, or carried on board ship across the ocean. This definition, however, has been attacked by the South Shields magistrates who took action against Mr. J. W. Hodge, a member of the Furniture Warehousemen & Removers' Association, for not paying a tax on his vehicle which included the weight of the lift van which was sometimes carried upon it. The case was defended by the Furniture Warehousemen & Removers' Association as it was considered that this was a test case of very great importance to everyone connected with the industry. Evidence was given to prove that the lift van was totally distinct from the lorry on which it was carried and a licence was taken out and the tax paid on the weight of the vehicle with the platform only. It was contended by the Town Clerk of South Shields that the vehicle should have been licensed and duty paid according to the weight including the lift van, which would have meant an additional payment of £2 per annum. Unfortunately the magistrates were unable to agree on the point at issue and the case was adjourned for re-hearing so that at the present time it is not possible to make any comment upon it.

Research Work Necessary.

In a recent speech, Sir Henry Maybury stated that heavy road transport was decreasing, though motor transport generally was increasing at the rate of 20 per cent. per annum. As Sir Henry is in possession of up-to-date census figures we must, of course, accept his statement. There is certainly something the matter with the road carrying industry, particularly the heavy and long distance class and it will be interesting to examine into the cause of the falling off. The factors which are adverse to the extension of heavy long-distance transport are: (1) unsuitable roads, (2) railway competition, and (3) bad trade or in other words shortage of goods to transport. We are not sure that it would not be correct to add a fourth factor, namely, the lack of suitable vehicles for economic long-distance transport; but the unsuitability of the roads is undoubtedly the root cause of the limitation of road transport development.

It is obvious that we require vehicles which will provide maximum transport economy and it is equally obvious that we require roads giving minimum resistance to tractive effort, and of sufficient strength to carry modern traffic for a sufficient length of time to justify the expense of their construction and maintenance. We ourselves are convinced that the vehicle manufacturer can go a long way towards meeting the road maker by providing a type of vehicle which will do less harm than the modern type and yet carry equal weight and when this is accomplished the road maker's task will become easier and without any increase in expenditure, he can bring his roads up to modern requirements far more rapidly than he is doing to-day. In short, we are not getting value for the money now being spent on the roads nor shall we ever do so until scientific research work is undertaken on an extensive and comprehensive scale. The whole of the motoring community, manufacturers and users, both pleasure and commercial, must bring pressure to bear to bring this about and their co-operation will be welcomed by roadmakers.

The Trailer Attacked.

The most effective way to "cure" a patient of a disease is to kill him! It is not such an absurd course to adopt as at first appears since it is not an unusual one in the veterinary surgeon's practice. The London County Council too, see merit in it as is evident by closing Waterloo Bridge instead of repairing it in time, by which action they have "cured" traffic congestion on the bridge, incidentally! They are now going to endeavour to cure London traffic congestion by prohibiting it. Their first attack is on the trailer. They have had this matter under consideration for some time and apparently their influence has resulted in the inclusion of a very dangerous clause in the London Traffic Bill (as amended by Standing Committee B). The clause to which we refer is No. 6 of the Second Schedule which reads as follows:—

> "For prescribing the number and maximum size "and weight of trailers which may be drawn on "streets by vehicles or vehicles of any particular "class or description either generally or on streets "of any class or description:
>
> "Provided always that every such trailer shall "have an extra man in charge."

With regard to the first paragraph: if the Bill passes the third reading in the House and so becomes law, it will be entirely at the discretion of the Minister of Transport as to whether trailers may be used or not, within the area included in the Bill: but with regard to the second paragraph: should the Bill pass into law, the extra man on the trailer will become a legal requirement in the London area included in the Bill and of course it will affect a much wider area. The law as it stands does not require an extra man on the trailer provided the trailer brakes are under the control of the driver.

The clause is one of those insidious ones, appearing at first almost harmless, but in reality it is a serious matter. Practically every heavy motor now carries a driver's mate, so that no greater expense will be incurred if when hauling a trailer the second man has to ride upon it instead of in the cab of the tractor unit. But we know that the transport workers unions have already urged that it should be compulsory for each motor vehicle to carry two drivers. They also object to the trailer because they consider that if it were prohibited another motor vehicle would have to be employed, requiring another driver. The L.C.C. has a majority of labour members, largely no doubt in sympathy with the unions and, with a labour Government in office, the sympathy extends into the House itself, so that there is a combination provided which can, by cloaking the real object by substituting the plea that the trailer is a source of danger and a cause of traffic congestion, attain the same object which they were refused when they stated openly what it was they required. It appears to us that this London Traffic Bill is a dangerous document should it, as it is almost certain it will, become law. It will, we fear, impose such restrictions on transport and so increase the expense that it will cure congestion by killing transport as we at first suggested.

On page 276 we publish the Second Schedule of the London Traffic Bill as we consider it to be the most essential part of it.

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Transport Men of To-Day. No. 4.

M. E. Duffett.

MR. M. E. DUFFETT, as Chairman of the London Shipping and Forwarding Agents' Conference, occupies an important position in connection with the shipping trade of London and he is equally well known to a wide circle of friends and of business men as the managing director of Messrs. J. D. Hewett & Co., Ltd., 101 Leadenhall Street, E.C., General Shipping & Forwarding Agents & Freight Contractors.

Mr. Duffett was born at Southampton in 1867 and was educated at a private school at Beaminster, Dorset. He commenced his business career in 1885 with the firm of Townsend & Spearing, Shipping & Forwarding Agents. After four years with this firm he joined J. D. Hewett & Co., in 1889, becoming a Partner in 1907 and Managing Director when the business was formed into a Limited

M. E. DUFFETT, ESQ.

Liability Company in 1917. He is also a Director of Spearing & Waldron, Ltd., South American Merchants.

Mr. Duffett has always taken a great interest in the work of the London Shipping & Forwarding Agents' Conference, of which body he was appointed Hon. Secretary in the year 1905 succeeding Mr. Haywood, the original Hon. Secretary. He occupied this position for four years and his work in this connection was so much appreciated that on his retirement he was elected Chairman of the Conference and he is now serving for the third time in this important position.

For many years he has represented the Conference at the London Chamber of Commerce, of which he is a member, and has done good service on the London Chamber of Commerce Transportation Committee. He is a member of the Baltic Mercantile & Shipping Exchange and is well known in all branches of the shipping and overseas transport trade.

Obituary.

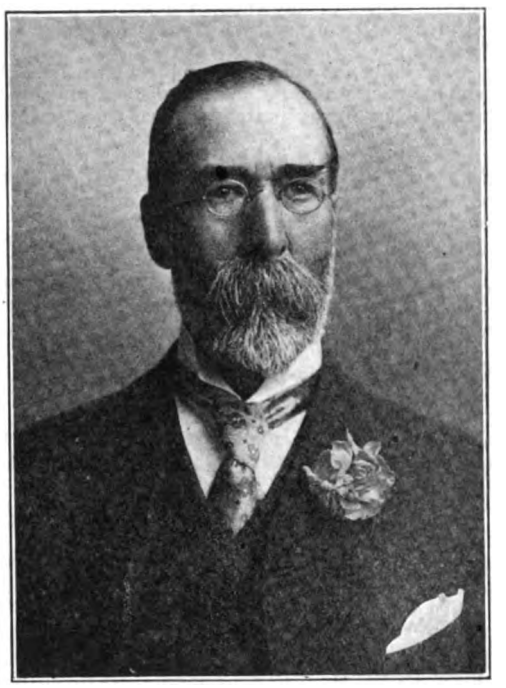
WE record with very deep regret the death of Mr Samuel Taylor who passed peacefully away on March 21st last in his 85th year.

Our earliest recollection of Mr. Taylor dates back some twenty years, at which time he was the President of the Provident Institution connected with the Cartage and Haulage Trade which was then known as the Master Town Carmen's Provident Institution. He was one of the founders of the London Cartage & Haulage Contractors' Association and occupied the position of President for 15 years, the Association then being known as the London Master Carmen & Cartage Contractors' Association.

It is interesting to record that Mr. Taylor was present at a meeting held at 85 Tower Hill, on December 10th, 1889, convened to consider the advisability of the Master Carmen of London forming an Association and he proposed the following resolution which was carried:—"That it is desirable in the interest of the Trade that an Association of Master Town Carmen be formed."

He was appointed one of the Provisional Committee to bring the Association into being and the organisation was formed early in 1890 under the name of the London Master Carmen & Cartage Contractors' Association. He was elected its first President and this office he held until 1905 after which he was a Vice-President until his death.

He became a member of the Provident Institution in 1872; was elected President in July, 1897, and held this office until 1908, taking the Chair at the Annual Dinner in 1889 and 1896.



THE LATE MR. SAMUEL TAYLOR.

He founded the firm of Samuel Taylor & Sons, Ltd., in 1864, and when the business was turned into a Private Limited Company in 1903 he became Chairman and Governing Director, positions which he held until his death. He was a member of the St. Olaves and St. Thomas Vestry and was also a member of the St. Olaves Board of Works and served as a member of St. Olaves and St. Johns United Charities for several years.

He took a great interest in the London Van Horse Parade and acted as a Judge for several years. He was a member of the Carmen's Company and a Freeman of the City of London.

Mr. Taylor was well known in Methodist circles and served as Circuit Steward to the Southwark Wesleyan Church and also at London Road, Croydon.

Since his retirement from active work the business has been in the hands of his two sons Messrs. Leonard and Wilfred Taylor and will be continued without any alteration.

Railway Rates.—The Second Annual Report of the Railway Rates Tribunal for the year 1923 is now available and copies (price 3d.) may be purchased either directly from H.M. Stationery Office or through any Bookseller.

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The London Traffic Bill.

THE London Traffic Bill, as amended by Standing Committee B, has now been passed on to the House for its third and final reading. We publish below the Second Schedule which contains the essentials of the Bill, setting out as it does the matters in respect to which the Minister of Transport for the time being will have arbitrary authority, provided the Bill becomes law.

SECOND SCHEDULE.

PURPOSES OR MATTERS FOR OR WITH RESPECT TO WHICH REGULATIONS MAY BE MADE BY THE MINISTER.

(1) For prescribing the routes to be followed by all classes of traffic, or of any particular class or classes of traffic or vehicles, from one specified point to another, either generally or between any specified times.

(2) For prescribing streets which are not to be used for traffic by vehicles of any specified class or classes, either generally or at specified times.

(3) For regulating the relative position in the roadway of traffic of differing speeds or types.

(4) For prescribing the places where vehicles or vehicles of any particular class or description may not turn so as to face in the opposite direction to that in which they were proceeding, or where they may only so turn under conditions prescribed by the regulations.

(5) For prescribing the conditions subject to which, and the times at which, articles of exceptionally heavy weight or exceptionally large dimensions may be carried by road.

(6) For prescribing the number and maximum size and weight of trailers which may be drawn on streets by vehicles or vehicles of any particular class or description either generally or on streets of any class or description:

Provided always that every such trailer shall have an extra man in charge.

(7) For prescribing the conditions subject to which, and the times at which, articles may be loaded on to or unloaded from vehicles, or vehicles of any particular class or description, on streets.

(8) For prescribing the conditions subject to which, and the times at which, vehicles, or vehicles of any particular class or description, delivering or collecting goods or merchandise, or delivering goods or merchandise of any particular class or classes, may stand in streets, or in streets of any class or description, or in specified streets.

(9) For prescribing the conditions subject to which, and the times at which, vehicles, or vehicles of any particular class or description, may be used on streets for collecting refuse.

(10) For prescribing rules as to precedence to be observed as between vehicles proceeding in the same direction, or in opposite directions, or when crossing.

(11) For prescribing the conditions subject to which, and the times at which, horses, cattle, sheep and other animals may be led or driven on streets.

(12) For requiring the erection, exhibition, and removal of traffic notices, and as to the form, plan, and character of such notices.

(13) Broken down vehicles.

(14) Vehicles, or vehicles of any particular class or description, when unattended.

(15) Places in streets where vehicles, or vehicles of any particular class or description may, or may not, wait either generally or at particular times.

(16) Cab ranks and ranks and stopping places of omnibuses and other public conveyances.

(17) Cabs and hackney carriages not hired and being in a street elsewhere than on a cab rank.

(18) For restricting the use of vehicles and animals, and of sandwichmen and other persons, in streets for the purposes of advertisement of such a nature or in such a manner as to be likely to be a source of danger or to cause obstruction to traffic.

(19) The lighting and guarding of street works.

(20) The erection or placing or the removal of any works or objects likely to hinder the free circulation of traffic in any street, or likely to occasion danger to passengers or vehicles.

(21) Queues of persons waiting in streets.

(22) Priority of entry to public vehicles.

(23) For enabling any police, local or other public authority, in the event of any person failing to do anything which under the regulations he ought to have done, to do such act, and to recover the expenses thereof from the person so in default summarily as a civil debt.

Parking Place at Barry Island (Glam.).—Fort Road, Barry Island, has been allocated as a parking place for private cars and chars-a-banc.

Institute of Transport.

THE Council of the Institute has elected the following Officers for the year, 1924-25, these appointments taking effect on September 30th next.

President: Sir Lynden Macassey, K.B.E., K.C.

Past Presidents to serve on Council: Sir Henry P. Maybury, K.C.M.G., C.B., Sir Sam Fay and Sir J. G. Broodbank.

Vice-Presidents: Sir John E. Eaglesome, K.C.M.G., Sir Joseph Nall, D.S.O., M.P., Mr. Roger T. Smith, B.Sc., Sir Herbert Walker, K.C.B., Sir Arthur Watson, C.B.E., and Sir Henry White-Smith, C.B.E.

Honorary Solicitor: The Rt. Hon. Sir William Joynson-Hicks, Bart., P.C., M.P.

Honorary Treasurer: Mr. Philip Burtt.

Messrs. E. S. Shrapnell-Smith, C.B.E., and H. H. Gordon who have served as Vice-Presidents for the past three years retire in accordance with the rules of the Institute.

At September 30th next, the undermentioned will retire as Ordinary Members of Council upon completion of three years continuous service: Mr. E. C. Cox, C.B.E., Mr. A. L. C. Fell, C.B.E., Mr. Roger T. Smith, B.Sc., Sir Henry White-Smith, C.B.E., and by resolution of the Council, in addition to the above named, the following six Ordinary Members of Council will retire on September 30th next, as provided by Clause 22 of the Articles of Association: Members (five): Colonel C. H. Bressey, O.B.E., Mr. F. Handley-Page, C.B.E., Sir Joseph Nall, D.S.O., M.P., Mr. S. A. Parnwell, Mr. W. H. Breach, O.B.E. Associate Member: Lt.-Col. A. Hacking, D.S.O., M.C.

To fill the resultant vacancies for Ordinary Members of Council, the Council, pursuant to Clause 23 of the Articles of Association, has nominated fifteen duly qualified persons, as follow:

Full Members (Nine vacancies):

Mr. John Ballantyne	General Superintendent (Northern Division), London, Midland and Scottish Railway.
Sir John George Beharrell, D.S.O.	Ex-Director-General of Finance and Statistics, Ministry of Transport.
Mr. Arthur Frank Bound	Signal Superintendent (Southern Area), London and North Eastern Railway.
Mr. Joshua Kidd Bruce	Traffic Manager, London County Council Tramways.
Mr. William Clow, C.B.E.	Superintendent (Southern Area), London and North Eastern Railway.
Mr. Dixon Henry Davies	Ex-Solicitor, Great Central Railway.
Mr. Charles Lewis Edwards, C.B.E.	Chief Accountant, London and North Eastern Railway.
Mr. Sidney Emile Garcke	British Automobile Traction Co., Ltd.
Lt.-Col. Alfred Hacking, D.S.O., M.C.	Secretary, Society of Motor Manufacturers and Traders, Ltd.
Mr. James Pepper	Manager and Secretary, London, Midland and Scottish Railway (Northern Counties Committee), Belfast.
Col. Edward Stockley Sinnott, C.M.G.	County Surveyor, Gloucestershire.
Mr. Gilbert Savil Szlumper	Docks and Marine Manager, Southern Railway.
Mr. Francis Henry Willis	Indoor Commercial Manager, Southern Railway.

Associate Members (One Vacancy):

Mr. Albert Henry Amor	Transport Manager, United Dairies, Ltd., etc.
Mr. William Henry Watson	District Agent, Port of London Authority, Birmingham.

Not later than June 21st, 1924, any ten Corporate Members may nominate any other duly qualified person to fill any such vacancy by delivering a nomination in writing to the Secretary, together with the written consent of such person to accept the office, if elected.

Progress in Scotland.—Owing to the increase in their business, Messrs. Frank Hopper & Sons, Ltd., of Glasgow and Inverness, have removed to larger and more centrally situated premises with extensive show room accommodation at 10/14 Bishop Street, Anderston Cross, Glasgow. The Company specialise in the sale and distribution of commercial vehicles throughout Scotland.

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Notes and News.

Honour for L. N. E. R. General Manager.—Included in the list of Birthday Honours is that of a Knighthood conferred upon Mr. Ralph Lewis Wedgwood, C.B., C.M.G., the General Manager of the London and North Eastern Railway to whom we offer our congratulation.

SIR RALPH WEDGWOOD, C.B., C.M.G.

New Use for Traction Engines.—Several powerful traction engines are being used by the London, Midland and Scottish Railway Company to clean out Whitmore reservoir, from which the company supply Crewe and their own great locomotive works at that town with water. The traction engines which are stationed at each end of the reservoir, drag to and fro large skips which scrape up the deposits of silt that have accumulated during many years.

Viney's Transport.—We have received a very useful map from Messrs. H. Viney & Co., Ltd., Motor Transport Engineers, of Preston. The area served by the vehicles of this firm is tinted Pink, and shows that they cover the district to the west of a straight line drawn from Warton in the North-West and running through Lancaster and Garstang to Preston, then all territory from the West Coast to Burnley, the line then running South through Rochdale and Ashton-under-Lyne to Stockport, then returning West through Altrincham and Warrington to Liverpool.

A Recent Will.—Included among the latest wills is that of Mr. Robert Wynn, of Gold Tops, Newport, Mon., formerly of Cwm Farm, Christchurch, Mon., haulage contractor, who left estate of the gross value of £26,269, with net personalty £7,713.

Harbour, Dock and Pier Charges. — A satisfactory settlement has been reached by the Traders Co-Ordinating Committee, of which the Mansion House Association on Railway and Canal Traffic is a constituent member, in the negotiations with various Dock and Harbour Undertakings (both railway owned and non-railway owned) with a view to securing in the several Measures promoted in Parliament conditions satisfactory to traders and shippers. The Co-Ordinating Committee are co-operating with the London Chamber of Commerce and the Committee of the Baltic Exchange in a Conference with the Port of London Authority regarding the charges of the Port of London.

Construction of "Motorways."—The Lord Privy Seal, accompanied by the Minister of Transport, has received a deputation representing the promoters of the Northern and Western Motorway. The deputation was introduced by Sir Leslie Scott, who was followed by Mr. Ben Tillett, M.P., Sir William Joynson-Hicks, M.P., Mr. Masterman, M.P., and Lord Montagu. The speakers urged upon the Government the desirability of affording facilities for the second reading of the Bill which had been promoted to facilitate the construction of motorways. Mr. Clynes, replying, indicated that he was unable in any way to bind the Government, but that he would take steps to bring before his colleagues in the Cabinet the desirability, Parliamentary time permitting, of enabling the House of Commons to discuss the novel and important principle involved.

L. and N.E.R. Appointments. — It is officially announced that Mr. J. Walker, assistant general manager (Scotland), has retired from the service of the London and North-Eastern Railway Company. Mr. Walker was born in 1859, and entered the service of the North British Railway Company in March, 1874. He was appointed to the position of assistant general manager in April, 1918. Mr. G. S. Begg, district operating superintendent, London and North-Eastern Railway (Edinburgh), has been appointed assistant to the general manager (Scotland). Mr. A. Hill, indoor assistant to the superintendent, Southern Scottish area, has been appointed to succeed Mr. Begg as district operating superintendent at Edinburgh.

F. W. & R. A. New Members.—The following firms have been elected to membership of the Furniture Warehousemen and Removers' Association: Messrs. J. Button & Sons, Warminster; J. Horrocks & Co., Bolton; A. W. Gamage, Ltd., London; E. Cullen & Sons, Dublin; and Burrows & Dunn, Ltd., London.

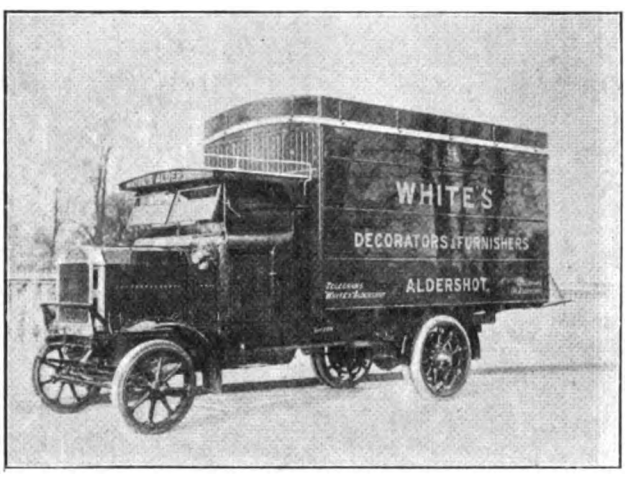
National Furniture Warehousemen's Association Annual Meeting.—We have received particulars of the 5th Annual Meeting and Summer Outing of the National Furniture Warehousemen's Association to be held this year at Charlevoix, Michigan, from July 6th to 10th inclusive. This is introduced to the members as a vacation trip for warehousemen combining business with pleasure and the illustrated leaflet which has been produced gives ample grounds for belief that this recommendation will be thoroughly justified. The arrangements are being made by Mr. R. J. Wood, Secretary of the National Furniture Warehousemen's Association, 765 Oakwood Boulevard, Chicago, Illinois.

Motor Cars on Rails.—A 45-horse-power motor bus, formerly used on the road between Ballymona and Portglenone, has now been fitted with flanged steel tyres and is being run by the London, Midland and Scottish Railway Company on their line between Coleraine and Portrush. A speed of 40 miles an hour has been attained on the rails, whereas the motor is not capable of more than 20 miles an hour on the road. It is estimated that the costs of running the vehicle on the railway will not exceed one-eighth of what they would amount to on Irish country roads. The motor bus has accommodation for thirty-three passengers. The changing of the flanged steel tyres for pneumatic ones renders the bus ready again for road service.

New Director of the L. and N.E.R.—The directors of the London and North-Eastern Railway have appointed Sir Charles Coupar Barrie, M.P., of Airlie Park, Broughty Ferry, Forfarshire, a director of the company, in place of the late Mr. Alexander Duffus.

Change of London Address. — The London Office address of British Electric Vehicles, Ltd., of Southport, has been changed from 1 Queen Victoria Street, to 36-37 Old Jewry. Telephone Number: Central 6333.

Stands for Coaches.—Application has been made to the Leeds Corporation by the Leeds and District Horse and Motor Owners' Association for permission to establish stands for motor coaches near Roundhay Park, one in Prince's Avenue, and another in Park Avenue.



A 4-TON "DENNIS" CHASSIS FITTED WITH PANTECHNICON BODY SUPPLIED TO MESSRS. T. WHITE & CO., LTD., OF ALDERSHOT. THE GLAZED BODY IS MIRRORING TREES AND FOLIAGE ON THE ROADSIDE.

Best Routes to the British Empire Exhibition.—A very useful pamphlet has been issued from the Metropolitan Police Office, New Scotland Yard, which notifies the best approach routes from the Main Trunk Roads to the British Empire Exhibition at Wembley; also the methods of approach in the London area which will avoid, as far as possible, the congested traffic centres.

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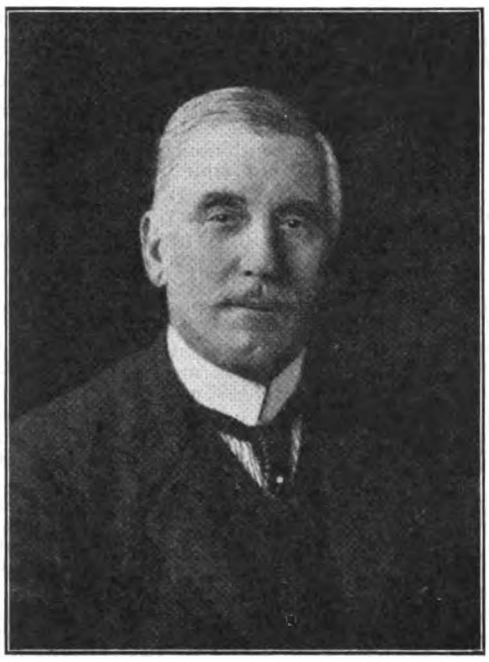
Institute of Transport.

Annual Congress at Bristol.

THE Fourth Congress of the Institute of Transport was held at Bristol from May 29th to 31st inclusive and was a most successful event. It was the unanimous agreement that the Local Committee, under the Chairmanship of Sir Henry White-Smith, C.B.E., with Messrs. R. H. Jones, O.B.E., and E. G. Kingston as Hon. Secretaries, had done everything possible for the enjoyment and entertainment of the delegates and that the arrangements which had been made for their comfort were eminently satisfactory and showed that the Congress had been thoroughly well organised.



SIR JOSEPH BROODBANK, PRESIDENT.

The attendance was good, not only at the social functions and visits but also at the business meetings at which the Papers and the discussions which followed were of a high quality.

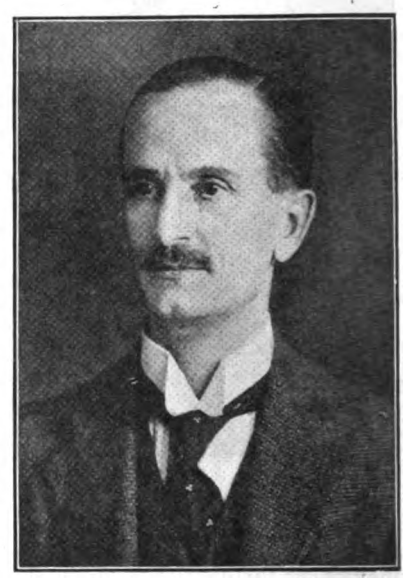
The President of the Institute, Sir Joseph Broodbank, was supported by Mr. E. S. Shrapnell-Smith, C.B.E., a Vice-President, and many well-known members of the Council.

On Wednesday evening a Reception was held by the President at the Grand Hotel, the headquarters of the Congress, from 8 to 10 p.m., and musical selections were rendered by the orchestra of Messrs. J. S. Fry & Sons, Ltd., and light refreshments were served.

The Congress itself opened on Thursday morning with a civic welcome from the Lord Mayor of Bristol, Mr. Alderman A. A. Senington, who in the evening entertained the members of the Congress to a Conversazione at the Art Gallery.

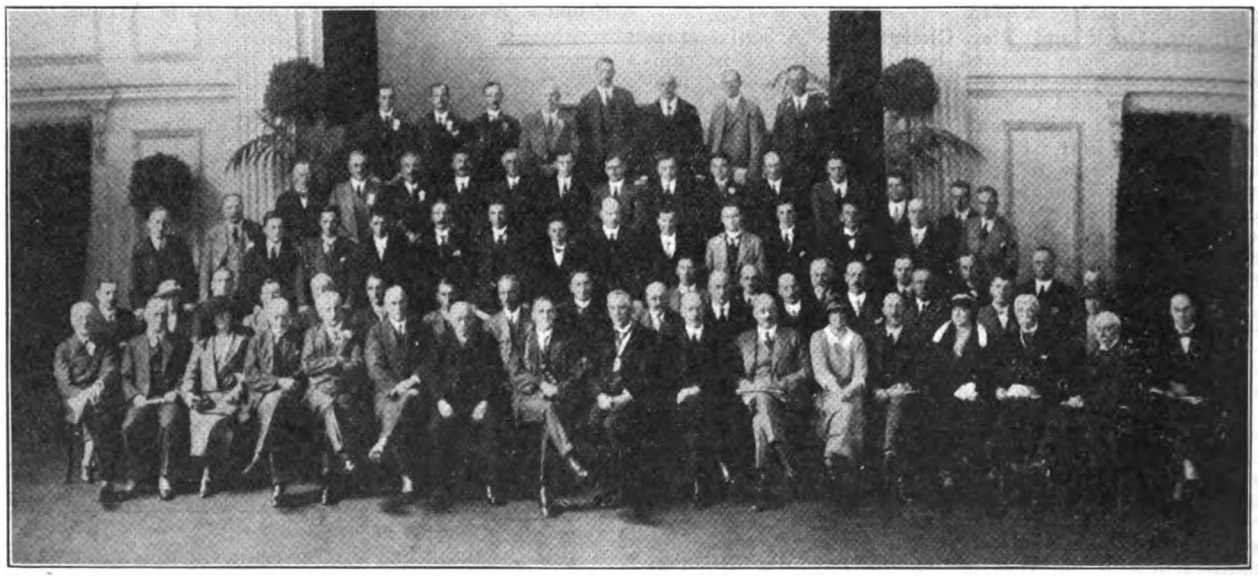
The Papers which were submitted and discussed were as follows: "The Port of Bristol—past and present," by Mr. D. Ross-Johnson, C.B.E.; "The problem of road surfaces with regard to mechanical transport," by Col. E. S. Sinnott, C.M.G.; "Freight train formations," by Mr. H. R. Griffiths, O.B.E.; "The next five years of aerial transport," by Col. W. A. Bristow. It will be noticed that these papers were carefully chosen to represent each branch of transport and they were followed with close interest in every case. We shall hope to give a digest of the papers in our next issue.

On Thursday afternoon a large party visited the Avonmouth Docks, proceeding by motor coaches placed at their disposal by the Bristol Tramways & Carriage Co., Ltd., which were the last word in comfort and luxury. Fitted with giant pneumatic tyres and most comfortable springs they were used throughout the Congress by the members and thus the journeys to and from the various visits were made a most enjoyable part of the outing. Mr. D. Ross-Johnson, C.B.E., the General Manager and Secretary of the Port of Bristol, whose able paper was considered at the Morning Session, was in charge of the tour of the docks in the afternoon, assisted by several of his colleagues and amongst the gathering were Mr. Alderman Twiggs and Sir William Howell Davies, the former the Chairman of the Docks Committee and both having taken a prominent part in the development of the docks. The delegates were entertained to lunch at the Docks and afterwards were able to see the latest development which had been made and to form an idea of the extensions which are now being commenced.



MR. A. WINTER GRAY, SECRETARY.

Meanwhile another party had journeyed by motor coach to Bath where they were received by the Mayor, Mr. Councillor C. H. Hacker, afterwards exploring the famous City. Some of the delegates then visited the works of Messrs. Stothert & Pitt, Ltd., while the others took a general survey of the City and the grounds of the Bath Electric Tramways.



GROUP OF DELEGATES TO THE BRISTOL CONGRESS. INSTITUTE OF TRANSPORT.

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The Lord Mayor's Conversazione in the evening was a most enjoyable function, taking place as it did in the beautiful Art Gallery and Museum where the orchestra of Messrs. J. S. Fry & Sons, Ltd., performed, both at the Reception and during the refreshments. A feature of the evening which aroused very great enthusiasm was a concert given by the Bristol Madrigal Society composed entirely of male voices, men and boys, the whole of the hour's programme being unaccompanied. The views of everyone privileged to be present were expressed by Sir Joseph Broodbank in offering his thanks, which he did in most enthusiastic terms.

Following the Papers on Friday morning visits were paid to the Great Western Railway Works at Swindon, to the Bristol Aerodrome at Filton, belonging to the Bristol Aeroplane Co., Ltd., who made such a splendid name for themselves as the manufacturers of the "Bristol" Fighters during the war, and the Chocolate Works of Messrs. J. S. Fry & Sons, Ltd., in the City, as well as to their new factory at Somerdale.

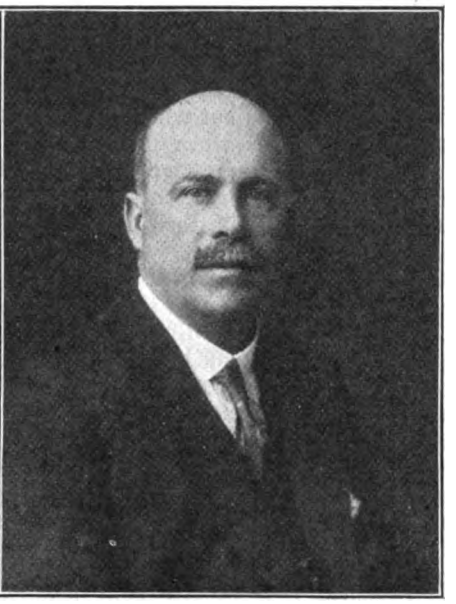
In the evening the Local Committee entertained the members of the Congress at a Garden Party at the Clifton Zoological Gardens and no expense had been spared to make this event a success. Unfortunately the weather was bad and rain spoilt the evening as far as outdoor enjoyment was concerned.

On Saturday a large party, numbering upwards of one hundred, took part in a day's outing on the Severn Waterways from Sharpness to Worcester. Five of the Bristol motor coaches conveyed the party from Bristol to Sharpness, an enjoyable outing in itself through most beautiful country and a good beginning to a most pleasant day. At Sharpness Docks a passenger steamer was waiting which conveyed the party by the Gloucester and Berkeley Ship Canal to Gloucester. The views obtained of the undulating country with hills in the distance and the welcome advent of the sun made this journey by water a most pleasant one. The City of Gloucester was reached at 1 o'clock where the ubiquitous motor coaches were waiting to take the delegates to the Guildhall where they were received by the Mayor of Gloucester, Mr. C. E. Gardner. In the Grand Hall, the visitors, numbering upwards of 150, were entertained to Lunch and received a very hearty welcome from the Mayor and Mayoress. Following the Lunch speeches were made and votes of thanks passed for the hospitality which had been given and at three o'clock the majority of the delegates proceeded by water to Worcester, the return journey being made by road in the motor coaches which had followed the party from the commencement. The thanks of the delegates were due and were given to Mr. E. Manning Lewis, the General Manager and Secretary of the Gloucester and Sharpness Docks, who was in charge of the outing which was so successful and enjoyable.

It is not too much to say that the whole Congress was of a very high order indeed and reflects great credit on the Local Committee and the Hon. Secretaries as well as on Mr. A. Winter Gray, the Secretary of the Institute of Transport.

R. H. JONES, ESQ., O.B.E.
JOINT LOCAL HON. SECRETARY.

SIR HENRY WHITE-SMITH, C.B.E.
CHAIRMAN LOCAL COMMITTEE.



E. G. KINGSTON, ESQ.
JOINT LOCAL HON. SECRETARY.

Notes and News.

(*Continued from page 277*).

New Census of Horses.—A Census of Horses in Great Britain has just been taken in order that the Government may be placed in possession of information more recent than that obtained from the Census in 1920. For the purposes of the new Census the Army Council, under Section 114 of the Army Act, have delegated to the Board of Trade the necessary powers, and the Board made an Order requiring all owners of horses, mules and asses to furnish particulars of them on a prescribed form, the particulars to relate to June 4th, 1924. Forms distributed by the Police had to be filled up and returned to them not later than June 14th.

Motor Coach Tours.—Messrs. Thomas Cook and Son have prepared an illustrated booklet giving particulars of arrangements made for touring Great Britain by motor coach during the summer months, with maps of the various routes. Tours are in operation to Devon and Cornwall from London and Bournemouth; others will run to the English Lakes, Scotland, the Wye Valley, North Wales, the Yorkshire Moors, and other places. There is an eight days' motoring tour through the South-West Country and the Isle of Wight.

Omnibus Owners and the Traffic Bill.—The Association of London Omnibus Proprietors, Ltd., and other private omnibus Owners, have passed a resolution that the London Traffic Bill, as amended in committee, would adversely affect the interests of private omnibus proprietors and of the general public, by tending to eliminate competition.

National Council for Inland Waterways.—The Executive Committee of the National Council for Inland Waterways have considered the question of an immediate decision being taken by the Government on the policy it is going to adopt towards the future organisation of the canals and waterways in this country. In the view of the committee an enormous national loss is being incurred from day to day because of the inefficiency of some of the canals to discharge their primary function.

Birmingham and Midland Motor Omnibus Company.—The report of the Birmingham and Midland Motor Omnibus Co., Ltd., for 1923 states that the net traffic receipts, together with interest and dividends, etc., amounted to £98,698. After deducting administration and general expenses and other items chargeable to revenue account, and adding £19,680, the amount brought forward, there is a balance of £85,887, which the directors propose should be applied as follows: To reserve £25,000, dividend of 8 per cent. on the preference shares, dividend of 10 per cent. and bonus of 5 per cent. on the ordinary shares, carrying forward £17,714. A sum of £70,591 was expended during the year on capital account upon the construction of garages and the purchase of additional land.

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Stabilization of the Road Transport Industry.

By Thomas Fletcher,

Secretary, East Lancashire Road Transport Association and The Commercial Motor Users' Association (Blackburn Area) Joint Organisation.

By the road transport industry so far as this article is concerned I mean that section that hires out vehicles as their main business by contract whether for the journey, day, or any other specified period as haulage contractors.

So far as the industry is concerned it appears to go from bad to worse and rates in many instances have fallen below pre-war figures although the costs of running are in every way higher at the present time. Little wonder can be expressed at the position when all the factors tending to demoralize the industry are considered. The position cannot go much worse before such conditions will prevail that firms engaged in the industry no matter how well organised begin to find difficulty in making any contracts at all at remunerative rates.

Granted that in many cases service is taken into account but in these days of restricted trading conditions and narrow margins firms hiring haulage contractors are becoming more and more disposed to sacrifice most considerations to low rates of hire. Let us hope it is only a temporary attitude.

It is somewhat difficult to find which of the prevailing factors are the most to blame. Many owner drivers are certainly guilty and many firms owning motors ancillary to their main business but who will hire out their vehicles at times and periods when use of the vehicles are not required by themselves have transgressed but I have generally found that representations to such latter firms on the inadvisability of their action usually bear good result.

Many schemes have been discussed to stem the rot and some have been adopted with slight temporary success, but local schemes could hardly work entirely successfully owing to the overlapping between one area and another, each area attempting to make what would be to another area outward and principal traffic, into back loading traffic at a lower quoted rate.

I have always been opposed to fixing outward rates with return loading rates at a much lower figure. It would be much more preferable—and in this I think there is much that would help to solve a portion of the trouble—to fix level rates for the various classes of goods but with a generous classification of commodities carried, scaled according to the risk of damage, value of load, and the probable rate the commodities would stand in comparison with railway or canal-borne traffic. Naturally, if the pit of unpayability was reached the goods would have to be left to other forms of traffic, but I am not so sure that this factor would arise because loads are always better than empty running.

Firms of respectable dimensions in the business have on many occasions in the past adopted the attitude of reservation unto themselves of rate fixing in their own business, but as time went on and new businesses came into being composed mostly of owner drivers, partnerships and small companies running two to five vehicles, it has been found that no firm can ignore efforts to stabilize rates of various districts on principal traffic.

As the industry has grown in numbers jealousy has sprung up mostly amongst small owners and at times rate cutting warfare has resulted with most disastrous results to the best interests of the industry.

The ease with which persons could enter the business without previous knowledge has had a bad effect all round. Vehicles have been purchased on the hire system and in hundreds of instances the vehicle has commenced running and after payment of the deposit the owner has had no capital upon which to work, and being raw at the business has been compelled to accept low rates and in many instances low quotations have been given for the simple purpose of producing sufficient to pay the instalments on the vehicle and a scant living for the owner. A great number of these vehicles have in the first place or on second-hand purchase got into the hands of undesirable persons and thus have increased the difficulties of organised effort to obtain fair and equitable rates for proper services rendered.

It is almost inconceivable to people outside the industry that a great many persons engaged in the industry in a small way consistently adopt the attitude of rate cutting because such action must mean serious loss. Loss it does mean taking all things into account, but the serious item of depreciation is ignored for the time being and if sufficient can be saved that will pay the deposit on another vehicle when the original one is derelict then they can obtain a new lease of life in the industry to practice their harmful methods.

This brings another matter into consideration. A great many of the owner drivers do not earn for themselves even ignoring any interest on capital the equivalent to the wages paid to transport drivers by firms engaging these men, taking equal time spent in the working week, and this is a factor that the transport unions cannot fail to notice. To remedy this evil will need drastic methods but remedy there must be if road transport is to fulfil its mission and attract the right type of men to it.

The whole position as it stands at the present time is one that is producing on the roads vehicles that are not fit to be driven on the open roads, much less to be risked in large towns and cities. They help to increase the number of accidents, and two very serious accidents that I have in mind both causing loss of life were caused through inefficient brakes, and when the same were examined they were found to be in a shocking state of disrepair and in both cases the vehicles were old and had been purchased second-hand and belonged to people with no capital other than the machines. This type of vehicle is likely to cause more damage to roads than vehicles that are kept in reasonable condition and repair both as to vehicle and tyres.

Overloading is also another favourite method of increasing earnings but one which is dangerous and improvident. The action of those of the undesirable type who have entered the industry but who do not grace it either with their vehicles or methods will have the effect of producing further irksome restrictions on the industry, and those running a legitimate business will have to suffer along with those who have by their actions produced the restrictions.

It does not need many owners of the type under discussion in any one district, to completely demoralise the efforts of organisation and respectable firms at improvement.

The credit system of selling vehicles cannot be condemned altogether but it certainly can be carried too far both from the point of view of the vehicle manufacturers, traders and transport owners, and exchange of views on the subject might be to the mutual benefit of all.

Whilst many feel that legislation is needed on the plan of certification, control, examination of drivers, etc., it would be far better if these matters could be dealt with without rigid legislation, but if all attempts at improvement have to be doomed to failure for want of confidence in those responsible for disorganisation at the present time then legislation ought to be invoked.

If organisation could proceed upon proper lines with the confidence of all engaged in the industry, there is no

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reason why existing transport organisations cannot extend their sphere of activity throughout the country by the inauguration of a complete chain of traffic exchanges for the benefit of owners and the public generally. Such a scheme is badly needed, and if run by the organisations the scheme would not be subject to the abuses and complaints that were levelled at such institutions, happily now non-existent that attempted this work from purely a profit-earning point of view without regard to the interests of the owners or the hiring public.

One other matter would certainly appear worthy of note and that is that there is surely something wrong with an industry when firms who have had vehicles of their own ancillary to their main business find that they can hire vehicles far cheaper from members of the haulage contracting fraternity than they could run their own vehicles for without taking into account garage rent, interest on capital outlay and depreciation. This latter fact has been proved to me on many occasions. In both cases the running costs would be the same to all intents and purposes, and the fact that it can be possible to hire as stated is strong evidence of the truth of the remarks contained in this article. A strong national movement on stabilization could improve the position even if legislation has to be sought or schemes produced amongst the interests affected and members of transport organisations throughout the country should make themselves heard at their meetings on the subject with a view to bringing about national discussion and keeping the matter well before their leaders. Given the will for improvement there exist the forces to assist the movement that will make the road transport industry one that can be entered with confidence.

The London Cart Horse Parade Society.

Annual Parade.

THE 34th Annual Parade of the above Society was held in the Inner Circle, Regents Park, London, on Whit Monday, 9th June, 1924.

The Parade was the second largest of its kind held by the Society, the previous best having been in 1922, when the entries totalled 1,081. The entries this year exceeded those of last year by 18.

In spite of Wembley and numerous other attractions in the metropolis, the Parade attracted a large concourse of interested spectators, to witness the judging and march past of this fine array of well-groomed horses and smart turnouts. Both in the condition of the horses and smartness of turnouts, the standard of merit was exceptionally high, showing the care bestowed on the animals by the drivers, and also the good work of the Society in furthering the welfare of London's cart horses.

The proceedings opened at 8.0 a.m. with the preliminary examination by the veterinary surgeons whose task it is to reject those horses which are unsound or dirty, or too light to be properly classed as cart horses. Out of 869 entries only 5 failed to pass the inspection. A large number of first, second and third prizes were awarded. The veterinary inspection was carried out by Messrs. Ed. A. Batt, Junr., M.R.C.V.S., A. E. Gosling, M.R.C.V.S., Henry Gray, M.R.C.V.S., J. W. McIntosh, F.R.C.V.S., and F. W. Stanley, M.R.C.V.S.

At 9 a.m. the work of judging was commenced, the following gentlemen, working simultaneously in five groups, acting as judges. Messrs. F. J. Alexander, A. J. Baker, Claude F. Goddard, Robert W. Jay, Sir Lees Knowles, Bart., C.V.O., O.B.E., T.D., Mr. Bertram W. Mills, Major J. L. Nickison, The Hon. Alex. Parker, Messrs. C. Herbert Sheather, F.R.C.V.S., and John S. Sykes.

Premiums and medals were awarded by the Shire Horse Society, the judges for which were Messrs. W. J. Cumber, J. R. Keeble, R. H. Keen, and H. S. Thomas, who were working in two groups.

The judges of the Suffolk Horses for the premiums offered by the Suffolk Horse Society were Messrs. Guy Blewitt and Samuel Fitzroy.

The Isabel Constable prize of £3/10/0 was awarded to Frederick Hunt for 52 years' service in the employ of Messrs. E. Wells and Sons. Other prizes were also awarded for long service and good character to drivers appearing in the parade, who have been not less than 25 years in the continuous service of the same firm.

The London Cart Horse Parade Society's Premiums for long service comprising three of Twenty Shillings each were awarded to W. A. Cooper, 51 years in the employ of Gilbert Allden, John Hinton, 45 years in the employ of Messrs. Rickett, Cockerell & Co., and J. Butler, 41 years in the employ of Messrs. E. Beckett and Co., and also thirteen premiums of Fifteen Shillings, thirteen premiums of Ten Shillings and thirteen premiums of Five Shillings each were awarded to drivers whose years of service rendered ranged from 25 to 39 years respectively.

Following the judging the customary Luncheon took place in the Pavilion of the Royal Botanical Society, and was presided over by Sir Walter Gilbey.

Immediately after the Luncheon the usual march past took place, the Honourable Miss Macdonald Buchanan, daughter of Lord Woolavington, graciously presenting the prizes.

Photographs of the Parade will appear in our July number.

International Horse Show Olympia.

UNDER the patronage of H.M. the King, the thirteenth International Horse Show will be held at Olympia, London, from Friday, June 20th, to Saturday, June 28th. There are well over 2,000 entries, a material increase on last year, and in the riding and harness classes there are 200 additional exhibitors, many of them being fresh comers. Among the new events are driving and riding classes for amateurs and these contests are being very well supported.

Jumping competitions will be decided at each afternoon and evening session over the international course. The gala performance is fixed for Monday afternoon June 23rd, and on this occasion will be decided the jumping for the King George V Gold Trophy, at present held by France. The competitors in this classic event must be officers, and it is already certain that seven nations will be represented. For the first time the cavalry of the United States Army has entered the lists and is sending a strong contingent of ten selected officers. In addition to Great Britain the armies of France, Italy, Switzerland, Norway and Poland will compete.

The Prince of Wales' Cup for teams of three officers of all armies will be decided on Thursday afternoon, June 26th. Introduced last year with great success, the Scurry Stakes will be repeated, the Hon. Rodman Wanamaker, C.V.O., presenting a six hundred guinea gold challenge cup for the jumper who covers the course in the shortest time with the least number of faults. The Connaught Challenge Trophy for British officers jumping over the course is fixed for the last Saturday. There will be two coaching marathons from Richmond Park to the Olympia arena, one for road coaches on Saturday afternoon June 21st, and one for drags on the Tuesday.

The Box Office for the International Horse Show is now open at 12 Hanover Square, W.1.

Publications Received.

THE LAW AS TO C.I.F. CONTRACTS. By H. Goitein, of Gray's Inn, Barrister-at-Law (Effingham Wilson, 16 Copthall Avenue, London. Price 4/- net). This is a very useful book in which shipping and forwarding agents will be particularly interested Designed to set forth the special law governing c.i.f. contracts, the author enables anyone who consults his treatise to decide at a glance whether the difficulty confronting him is really a difficulty or not. If it admits of a ready solution the nature of the solution will be found indicated and if not it may be safely assumed that it is one of those matters that can only be satisfactorily determined by a submission to the Court. THE DOOR TO THE WORLD MARKETS. (World Markets, Ltd., St. Mary's Chambers 161a-166 Strand, London). This work is to be issued in four volumes and the first part has now been published. It is an International Year Book in English, French and Spanish of the Trading Conditions and possibilities of World Markets with particulars of the Trade Press published in each country. This Year Book should assist greatly in the development of International Overseas Trade. It is handsomely bound. Sir John Foster Fraser, F.R.G.S., who needs no introduction to our readers, is Chairman and Managing Director of "World Markets, Ltd.," and contributes the foreword to volume 1.

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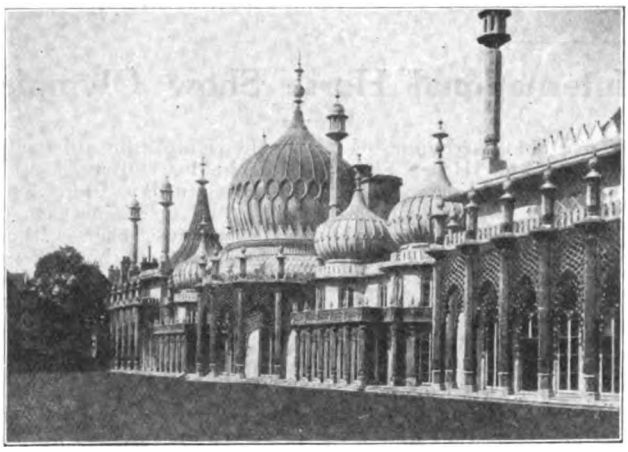
Sussex-by-the-Sea.

Furniture Removers in Conference.

Impressions by the Editor.

BRIGHTON is the home of Conferences and has in the Royal Pavilion an unique building for such gatherings. When you add to this the splendid assortment of hotels which cater for the physical well being of the delegates and the beautiful country and exhilarating sea-air which is enjoyed at Brighton you only need one more ingredient

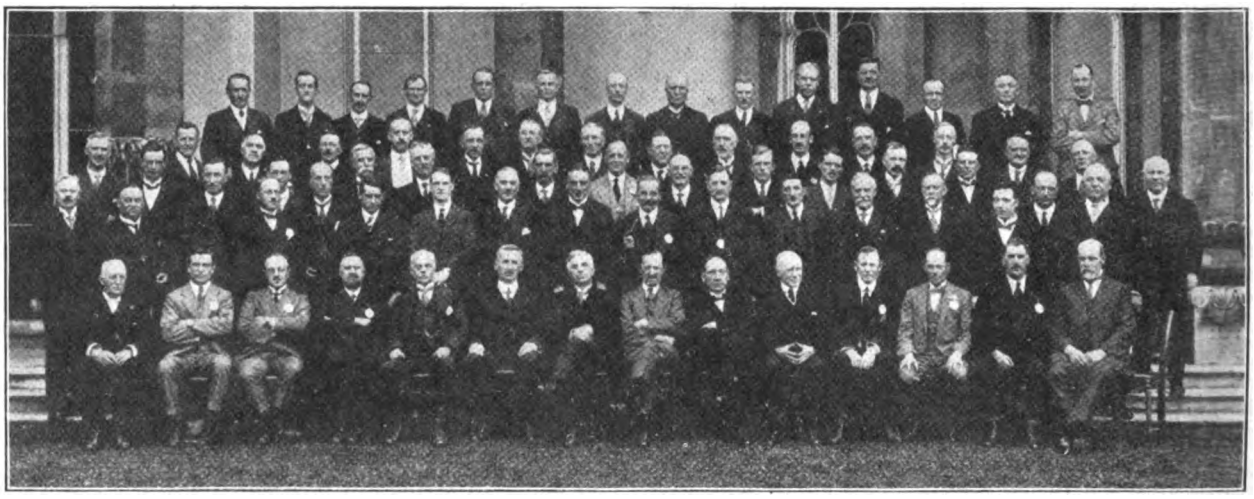


ROYAL PAVILION, BRIGHTON.
(Photograph by courtesy of the Brighton Publicity Committee).

to make any Conference a success. This was found by the members of the Furniture Warehousemen & Removers' Association, who journeyed down from all parts of Great Britain and Ireland to attend the Annual Meetings which were held on Wednesday and Thursday, May 21st and 22nd, and consisted of enthusiasm, hospitality, and organised work of the highest degree on the part of the members of the Sussex Centre who spared no effort and no expense to make the Conference an overwhelming success.

When the invitation was given twelve months ago to hold the Annual Meetings this year at Brighton it was accepted with acclamation. Mr. C. S. Hudson, a former President, who gave the invitation on behalf of the Sussex Centre, promised the members a real good time and this undertaking was right royally redeemed. Ably supported by Mr. R. Tritton, the Chairman of the Sussex Centre, and his colleagues, Mr. Hudson, who seems to have discovered the secret of eternal youth, was the life and soul of the assembly and spared no effort to ensure that the proceedings went with a swing from first to last. Hudsons of Brighton are household words in connection with the removal and warehousing of furniture, although this is only a portion of their business, and from the moment when the delegates arrived they were looked after in every possible way.

After depositing their luggage at Hudson's offices just outside the station, where they were relieved of all further trouble, they made their way to the Royal Pavilion where the meetings were to be held. One is tempted to expatiate upon the buildings and to give some account of their history and of the great events which in bygone days took place there, but as this is not the purpose of our report a few words must suffice. One could not help feeling that the glamour of the Royal Pavilion and all that it represented in the past descended upon the members as they entered the room for the Annual Meeting and both then and at the Dinner in the evening in the magnificent Banqueting Hall the great times of a hundred years ago were vividly recalled to mind. The following morning we were privileged to listen to an address by Mr. H. D. Roberts, the Director of the Royal Pavilion and of the Public Library, Museum and Fine Art Galleries, who gave a most interesting account of the building of the Royal Pavilion and of the way in which it afterwards came into the possession of the Brighton Corporation. No records remain as to the cost of the buildings but particulars show that in one year one firm of upholsterers and furnishers were paid £40,000 for the furnishing of one room. Another fact of interest to removal and warehousing contractors is that when Queen Victoria finally gave up the use of the Royal Pavilion no less than 143 van loads of furniture, etc., were removed to Buckingham Palace, Windsor Castle, and Kensington Palace from January, 1847, to October, 1848. After two years, during which the Pavilion was unused and fell into a bad state of repair, it was purchased by the Corporation for



Photo] [*Mora, Brighton.*
DELEGATES ATTENDING THE ANNUAL CONFERENCE OF THE FURNITURE WAREHOUSEMEN AND REMOVERS' ASSOCIATION, AT BRIGHTON, PHOTOGRAPHED IN THE GROUNDS OF THE ROYAL PAVILION.

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the sum of £50,000 and is now undoubtedly one of the biggest assets of the town. Mr. Roberts has devoted his energies to restoring it as far as possible to its original condition and he is to be congratulated upon the success which has attended his efforts.

The building is of a most ornate character and is said to be copied from the Kremlin at Moscow and gives the impression of a magnificent eastern building or temple transported by magic to the favoured seaside resort which it now adorns. The ornamentation, the magnificent candelabra, and the paintings, are all in keeping with the building and give an atmosphere to the place which it is impossible to describe adequately.

Having mentioned these facts we proceed to our Meeting. For the first time, as far as we can recollect, the President, Past-Presidents and Officers of the Association sat on a raised platform and a hearty welcome was accorded to the retiring President, Mr. G. H. Price, of Birmingham, who has so ably conducted the affairs of the Association through two strenuous years. He was supported by such well-known representatives of the industry who had passed the Chair as Mr. F. Tapner, Mr. H. F. Currie, Mr. A. J. Waters, Mr. Evan Cook, Mr. C. S. Hudson, and also by Mr. Victor Brown, the Hon. Treasurer of the Association, Mr. T. Upton, the Secretary, and Miss Dench, his assistant. The two Vice-Presidents, who have ably supported Mr. Price during the past twelve months, Mr. R. J. Armstrong, of Sheffield, and Mr. G. Godden, of Canterbury, were for the time being modestly seated in the body of the hall. Space does not permit of our mentioning here other names but these appear in our report of the proceedings which follows. An exception, however, should be made in the case of Mr. L. Byng Hall, of Maple's, for many years the Hon. Treasurer and one of the original members of the Association.

The proceedings opened with a Civic Reception by the Mayor of Brighton, Councillor H. Milner Black, J.P., who gave a hearty welcome to the delegates. The members were very fortunate in this connection, the Mayors of Brighton and Hove both being present at the Dinner in the evening and also at the Luncheon next day when the members were the guests of the Sussex Centre. Special reference should be made also to the fact that two friends from Vancouver were present, these being Mr. F. D. Gross, President of Campbell's Fireproof Storage & Moving Co., and Mr. F. C. Tingley, President of the Terminal City Motor Co., Ltd., and the Vancouver Transfer Co., Ltd., who received a most hearty welcome and took part in the Meetings and also in the social functions.

Speaking as one who has attended these gatherings for the past twenty years I was particularly interested in observing the spirit which animated the meetings and the unanimous determination to uphold the prestige of the Association and to deal with the problems with which the industry is faced in a broadminded and generous spirit. The Association is perhaps more democratic to-day than it was in its early years and some of the subjects which now have received the long and earnest consideration of the Executive would have been considered outside the scope of the Association in years gone by. One was glad, therefore, to see those who have taken a leading part in its work in the earliest days still giving their support and assistance and also to note that the younger men were coming forward and taking their share of the responsibility and of shaping the future of the Association.

It is no part of these impressions to refer in detail to the Meetings but reference should be made to three schemes of wide-spread importance to the trade which have been thrashed out during the period of the Presidency of Mr. G. H. Price. The subject of Estimators Certificates given by examination is one which has not only been considered but has been put into operation and a report was given of the results of the first examination held at the beginning of this year. This is a scheme to render more efficient those who have the very important duty of estimating for removal contracts and of educating the rising generation in a way which has not hitherto been done. The question of a superannuation scheme for the clerical workers in the removal and warehousing industry was one for which the retiring President was very largely responsible and it was after discussion referred to the Executive Committee for further consideration. The other important subject was that of national publicity for the industry which has received the long and earnest consideration of the Sub-Committee appointed to deal with this subject during the past twelve months and a special session was devoted to considering this scheme, the object of which was to make better known to the public the important services rendered by the furniture warehouseman and remover and to ensure that such services were carried out efficiently and thus to raise the status of the industry to a higher level. These three subjects alone are sufficient to mark the last twelve months as ones of great activity in the history of the Association and the members were not slow to express their very great appreciation of the splendid work accomplished by Mr. Price during his two years as President.

On the second day, from the close of the Conference at 12.30, the members were the guests of the Sussex Centre and thoroughly enjoyed every moment of the time. After an excellent lunch at the Regent Restaurant they started in motor coaches at 2.30 for Arundel, passing through some of the most beautiful country in Sussex over the South Downs with its magnificent views and scenery, arriving at Arundel in time for tea. The return journey was made by Goring and Worthing and along the coast, reaching Brighton again at 7.45. Refreshments were awaiting the delegates at the Palm Court, adjoining the Hippodrome which they afterwards visited, special arrangements having being made for them to attend the entertainment.

From the day when the invitation to hold the Meetings at Brighton was accepted the Sussex Centre must have been hard at work organising and planning to make the Conference the success which it was and no words of thanks are adequate to express the feelings of the members of the Association. It was generally felt that whoever next invited the Association to hold its Annual Meetings in their town would be hard put to it to keep up the high standard which had been set by the Sussex Centre.

Thus ended a memorable visit and one which will live long in the recollections of all those who were privileged to be present and to take part in the proceedings.

Personally Removed.

AN interesting coincidence has to be recorded concerning the visit to Brighton of the Furniture Warehousemen and Removers' Association. The Chairman of the Sussex Centre, Mr. R. Tritton, local manager of Pickfords, has had to carry out a very unusual but wholly charming "removal." He has had to "remove" a small girl of six from Brighton to Montreal. It seems that the parents of the child had gone out to Canada, and presumably had made good. So they sent home for their small daughter, who had been living with an aunt in Baker Street. There was no one who could travel with the child, so the parents entrusted the "removal" to Pickfords. It was a delicate task, but Mr. Tritton undertook it personally. He took the small girl from her home to Southampton, led her on to the liner "Minnedosa," introduced her to the Captain, and to a stewardess who promised specially to mother her on the journey. He also found her other children to act as playmates. The small girl clearly enjoyed her importance, and a photograph of her standing hand in hand with the Captain and Mr. Tritton reveals her as one huge smile of delight.

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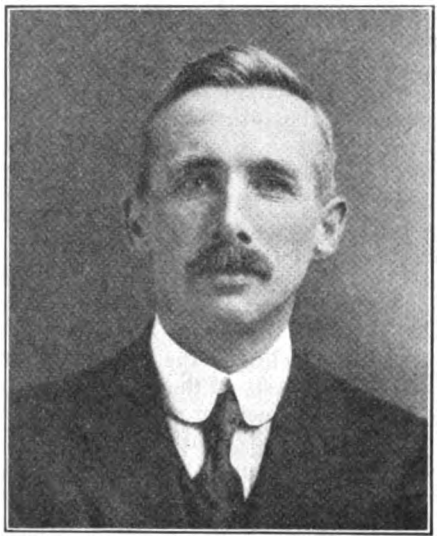
The Furniture Warehousemen and Removers' Association.

Annual General Meeting and Banquet.

THE Eleventh Annual General Meeting and Twenty-fourth Annual Banquet of the Furniture Warehousemen and Removers' Association, were held at the Royal Pavilion, Brighton, on Wednesday and Thursday, May 21st and 22nd, 1924.

At the annual General Meeting the chair was taken by the President, Mr. G. H. Price (Mousell Bros., Ltd.), and there were also present: Messrs. H. R. Ambler (Pickfords, Ltd.), Hull; E. Ames (Gaze Kane and Co., Ltd.), St. Leonards-on-Sea; E. A. Andrew (Andrew Son & Co), Leamington; E. A. Andrew (H. Day & Sons, Ltd.), Norwood; R. J. Armstrong (John Walsh, Ltd.), Sheffield; Chas. Bacon, Leicester; H. W. Bainbridge (Bainbridge & Son), North Shields; W. G. Barber (Durtnall & Co.), Tunbridge Wells; W. L. Barber (J. Greaves & Son), Birmingham; A. Barnard (Thomas Wallis & Co., Ltd.), London; R. C. Barnes (R. C. Barnes & Sons, Ltd.), Kilburn; R. H. Beaver; E. H. Beney (Pickfords, Ltd.), Bournemouth; E. H. Beney (White & Co., Ltd.), Winchester; G. Beves (Shepherd & Sons), Portsmouth; W. Bingham; S. W. Binnington (Sheard, Binnington & Co.), Doncaster; F. F. Bird; A. Bishop (Alfred Bishop & Sons), London; S. W. Bishop (Bishop & Sons), Pimlico, London; W. Bray; J. E. Brignall (W. Brock & Co.), Exeter; W. H. Brothers (Van Oppen & Co., Ltd.), London; Victor Brown (Hon. Treasurer), London; C. Bull (White & Co., Ltd.), Southampton; A. Chalmers (Transoceanic Co., Ltd.), London; T. A. Chambers (Anderson, Stamford & Ridgeway, Ltd.), Dublin; G. Cole (J. Cole & Sons), Leeds; Evan Cook (Evan Cook's Depositories, Ltd.), Peckham; A. Coombe (The Pantechnicon), London; T. W. Cossins (White & Co., Ltd.), Portsmouth; M. J. Cowley (Archer, Cowley & Co.), Oxford; H. P. Currie (Currie & Co. [Newcastle], Ltd.), Newcastle-on-Tyne; W. H. Curtiss (Curtiss & Sons, Ltd.), Portsmouth and London; W. E. Dale (Curtiss & Sons, Ltd.), Portsmouth and London; H. T. Davie (Lane & Son), Kilburn; F. J. Davis; John Day (H. Day & Sons, Ltd.), Norwood; Wm. Day (H. Day & Sons, Ltd.), Norwood; W. N. Day (H. Day & Sons, Ltd.), Norwood; H. Deal; A. J. Dixon (Arthur G. Dixon, Ltd.), London; A. J. Donnelly (Pickfords Ltd.), Eastbourne; H. G. Dunn (H. G. Dunn & Sons, Ltd.), Bromley; F. C. Durrant; H. P. Elliott, Aldershot; R. J. Elton (James Shoolbred & Co., Ltd.), London; Chas. Eustace, Ealing; G. Farrant; J. Fellingham (Fellingham & Co.), Brighton; J. J. Freeman (J. R. Freeman & Co.), London; John R. Freeman (J. R. Freeman & Co.), London; A. J. Fry (Pickfords, Ltd.), Portsmouth; A. Furniss (D. Furniss), Leeds; F. L. Gilmour; J. Godden (Godden & Son), Canterbury; F. D. Gross (Campbell Storage Co.), Vancouver; W. Haddrell (Wm. Haddrell, Ltd.), Southall; H. Haigh (Queen Carriage Co.), Huddersfield; A. Hall (Lawrence & Hall, Ltd.), Harrogate; L. B. Hall (Maple & Co., Ltd.), London; John Hardaker, Hull; J. R. Harris (W. G. Harris & Co., Ltd.), Tunbridge Wells; Jos. Harrison, Burton-on-Trent; C. C. Hayden; S. P. Hearn (Carvers, Ltd.), Leeds; W. H. J. Hedges (Heelas, Sons & Co., Ltd.), Reading; G. Hilton (Hilton & Son), Haywards Heath; E. Hodgetts, Wolverhampton; R. A. Hose (Walter Cobb, Ltd.), Sydenham; C. S. Hudson (Hudsons, Ltd.), Brighton; F. Humphreys (Humphreys Bros.), Southsea; W. T. Irwin (Harrods, Ltd.), London; W. Jarrett (Green & Edwards), London; Evan Jones (British Co., Ltd.), Cardiff; J. H. Jones (W. C. Smith, Ltd.), Reading; W. J. Jones (Army and Navy Co-operative), London; W. H. Jordan (Jordan & Co.), Brighton; A. E. Knill (Pickfords, Ltd.), London; E. F. Knill (Pickfords, Ltd.), Bristol; H. R. Land, Bury St. Edmunds; Jos. May (London); H. Mayes (White & Co., Ltd.), Southampton; E. R. Martin (J. Martin & Sons, Ltd.), Southborough; G. T. Mayhew (Chamberlain, King & Jones), Birmingham; W. Nicholls (Hampton & Sons), London; A. C. Osborn (Curtiss & Sons, Ltd.), Portsmouth and London; J. Pafford (White & Co., Ltd.), Bournemouth; F. Walter Payne (Payne & Birdseye), London; F. P. Pettit; G. Pickersgill (G. Pickersgill & Sons, Ltd.), Leeds; J. C. Platt (Platt's Depositories, Ltd.), Hammersmith; E. Pope (Pope & Sons), London; F. Porter, Derby; H. R. Presland (Presland's Stores), Walthamstow; R. C. Presland (Presland's Stores), Walthamstow; E. W. Reeves (Ernest Reeves & Co.), Wokingham; W. Richardson, Leeds; J. Riley, Hanley; J. Riley (J. Riley & Sons), Derby; R. Riley (Geo. Moores & Sons), Manchester; Nat Ross, junr., Cork; W. Royal (White & Co., Ltd.), Winchester; C. Sadler (Hudsons, Ltd.), Brighton; W. Sargent (Sargents), Bexhill; B. Savage (Mousell Bros., Ltd.), London; S. S. Sayers (W. G. Harris & Co., Ltd.), Tunbridge Wells; H. J. Sharpley (Pickfords, Ltd.), Sheffield; F. C. Skinner (Arding & Hobbs, Ltd.), London; A. A. Staite (Staite & Co., Hastings, Ltd.), Hastings; W. Tanner; F. Tapner (Wm. Whiteley, Ltd.), London; E. A. Taylor (Universal Carrying Co.), Eastbourne; W. Thirkettle, East Ham; R. Tritton (Pickfords, Ltd.), Brighton; L. R. Turnbull, Leeds; A. W. L. Tuxford (A. P. Howard), Norwich; T. Upton (Secretary), London; W. W. Walton (Walton's Carriers, Ltd.), Stockton-on-Tees; A. J. Waters (Smithers & Sons), Kingston-on-Thames; A. E. Wenham (H. Johnson, Sons & Co., Ltd.), London; E. J.



J. GODDEN, ESQ.
(Godden & Son),
Vice-President.

R. J. ARMSTRONG, ESQ.
(John Walsh, Ltd.),
President.

J. R. HARRIS, ESQ.
(W. G. Harris & Co., Ltd.),
Vice-President.

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Wensley (Wensley's, Ltd.), Cardiff; G. W. Wensley (Wensley's, Ltd.), Cardiff; H. J. Westcott (Hudsons, Ltd.), Eastbourne; F. Wilkins (Durtnall & Co.), Brighton; W. H. Wilkins (Durtnall & Co.), Brighton; F. V. Williams (Fellingham & Co.), Brighton; E. W. Willis (Editor, WORLD'S CARRIERS), London; F. W. H. Winwood (Fredk. Winwood, Ltd.), Worcester; L. Woodbridge (Woodbridge & Co., Ltd.), London; and A. E. Woolgar (Boots & Co.), Portsmouth.

A CIVIC WELCOME.

Shortly after the members had assembled in the Royal Pavilion, His Worship the Mayor of Brighton (Councillor H. Milner Black, J.P.), arrived to welcome them, and as he advanced to the platform they arose and accorded His Worship an enthusiastic reception.

The President said that he had the honour and pleasure of calling upon the Mayor to address them.

The Mayor said that it gave him great pleasure to welcome the Association to Brighton. He believed they had nearly one thousand members and that during their long history they had worked so amicably with their employees that there had never been any serious strike or difficulty. It used to be said that three removals were as bad as a fire but his experience during recent times had been that the removers gave great pleasure to their customers. (Applause.)

The President said he was sure that they thanked the Mayor most heartily for his kind words of welcome. The Association was greatly indebted to His Worship and to the Corporation for having placed such a magnificent building as the Royal Pavilion at their disposal. They were grateful to the Mayor for the very handsome compliment he had paid them as to the way they carried out their duties, and the Association wished Brighton the very best of luck.

ANNUAL GENERAL MEETING.

The business on the agenda was then proceeded with. The Secretary read the notice convening the meeting.

Letters and telegrams were received from the following, expressing regret at inability to be present: Messrs. S. J. Harris, E. T. Lunn, J. W. Hodge, W. Farr, J. F. Launder, D. A. Furniss, J. W. Swales, A. E. Millard, R. Lawson, H. S. Neate, W. H. R. Unsworth, W. C. Ballard, R. Eccleston, Geo. Moores, F. Plimley, J. E. Kenrick and H. Crook.

The Minutes of the Meeting held on the 16th May, 1923, were taken as read and confirmed.

Congratulations from America. The President read the following cablegram from the Bowling Green Storage Company, New York:—"Congratulations and best wishes for a successful meeting." It was unanimously resolved that the Secretary should acknowledge this telegram and thank their American friends for their kind greetings.

PRESIDENTIAL ADDRESS.

The President then rose to propose the adoption of the Annual Report and Balance Sheet. He was received with applause. He said: "Gentlemen, in moving the adoption of the Annual Report and Balance Sheet it is usual for your President to address a few words to you on the work during the past year. I will be as brief as I can but there are a few matters I would like to touch upon.

"My first duty, and it is a melancholy one, is to refer to those who, during the past year, it has been our misfortune to lose. There is one who was very familiar to us and who always attended our Annual Meeting, in fact he was the second President or the first acting President of this Association twenty-one or twenty-two years ago, I refer to Mr. Albert Taylor. He will be well-known to those who are present at these Annual Meetings as also to those who, in London, attend the Meetings of the Executive Committee. He was very highly respected. From the first difficult years after the foundation of this Association he did yeoman work and although at times he did not see eye to eye with us yet he was a staunch supporter who did not content himself with sitting at home complaining that the Association did this or did not do that but was always ready to take his share. It is a very great loss which the Association has sustained. We have also lost another stalwart and faithful member of the Executive Committee, Mr. Hicks, of Manchester, late Manager for Messrs. Harrods, Ltd., Manchester, and previous to that with Messrs. Kendal Milne & Co.

"Turning to the financial statement I will simply call attention to what I think, considering all circumstances, is the really very satisfactory result of the year's work. We have a balance of £331 odd and Mr. Upton tells me that since this statement was drawn up a sum of £57/16/6 has to be added which the Income Tax authorities have to repay to us. Therefore the balance is £388 odd which I think you will agree is very satisfactory.

"The number of members on our books to-day is 856; in 1922 there were 910; in 1923 the total was 870, and considering how all societies have lost members during these last few difficult years I think that on the whole our membership is most encouraging."

TEST CASES.

"There is just one item in the Profit and Loss Account to which I should like to refer, but before I pass to that let me say that at the present time we have standing to the credit of this Association, after writing down invested funds to Stock Exchange values, about £5,300 which places us I think in a rather strong position. I know some will perhaps says, 'Why are you accumulating all this money; what are you going to do with it?' Sooner or later, and may it be later than sooner, we shall have something to do in the shape of test cases; we shall have to settle points which are constantly threatening our business and this money will be very useful. Mr. Upton reminds me that at the present moment we have a test case pending, in connection with unladen weight. An attempt is being made which has the support of the Minister of Transport to say that the unladen weight of our vehicles for the purpose of taxation or license duty should include the weight of the lift van although it rests on a platform. We say and I hope we shall be held right that such a ruling is perfectly absurd. The case I refer to is against Mr. Hodge, of South Shields, and the first round of the fight to make him pay £2 more for the lift van on his vehicle comes off to-morrow. If the authorities are successful many of us using lift vans on trailers will have an extra £2 added to our license duty every year. Supposing only 800 such vehicles were involved it would mean that a further £1,600 would be extracted from the members of this Association which we contend is not right. We have instructed very competent solicitors to contest the case and to apply for a Case to be stated if our member is unsuccessful in the lower court with a view to an appeal, and we hope and believe that we shall be successful in proving that the weight of a lift van should not be included in the unladen weight. It is because of this and similar cases that it is necessary for us to keep a fairly substantial sum available.

"Whilst on this subject I should like to say that we are sometimes asked by members who have contested an unsuccessful action in the County Court to take it up as a test case. This happened, I believe, at our last Executive Meeting. A member had been rather severely hit and was unsuccessful in the lower Courts and he wanted us to take the matter up as a test case. Now, if you are going to fight a test case you would be very foolish if you did not choose your own ground, and the case to be taken up. We cannot take up a case which has any weak points in it because we might fail in the Supreme Courts on some side issue which might perhaps count against us afterwards. The other day a case was sent to us and I believe the member concerned has taken serious umbrage because we would not put it forward as a test case. The County Court had turned it down on a matter of fact and not on a point of law. It is no use taking a test case up on a matter of fact, it must be on a point of law.

"The item to which I want to call attention is for legal expenses and amounts to £153. Of that amount £100 is for the partial free legal advice that you get from the Solicitor to the Association. The other £53 represent odd amounts. With regard to the £100 I think the particulars given in the report concerning legal advice are very eloquent testimony to the wisdom of initiating this scheme which was started by my predecessor in the chair, Mr. Evan Cook, when he obtained a firm of solicitors to act for us and to give a certain amount of free advice. Upon reference to the report you will see that eighty-one matters were dealt with during the year and that there were twenty-six different subjects or points in dispute. That will bring home to all of us the point how varied are the legal questions and difficulties to be met with in this industry. In most industries there are generally one or two legal points, some thread-worn, upon which any solicitor can advise, whilst in our case there are some points possibly obscure and rather remote, but which nevertheless any one of us may suddenly and unfortunately find ourselves up against, and because of their very remoteness it is very difficult to get reliable advice and direction. Our Solicitor has dealt with these eighty-one cases during the year and you see the experience he has gained; he has

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become more or less an expert in handling these particular cases and in consequence he advises the altering or rather strengthening, just by the addition of one or two words, of the conditions of our estimates, and the Committee who have been considering the matter quite agree with his views as the words suggested considerably strengthen the conditions. I think the revised conditions are practically complete and Mr. Upton will very soon have a supply for distribution to those who want them.

"Whilst I am on the question of the conditions I will just remind you of the new rule that came into force on the 1st April. All our members must adopt these conditions now, or rather they must adopt what we call the minimum conditions, but there will be no objection to your strengthening them if you see certain little things you can add but you must not alter the legal sense or weaken them in any way. They must be accepted wholeheartedly or the matter will be reported to the Committee and they will have to deal with it. During the past twelve months our Solicitor had cases which he lost because the conditions were not properly signed or maybe there were no conditions at all and he has called our attention to this and says he considers it necessary for us to make a rule that he cannot give legal advice and assistance unless in every case the member has properly signed conditions which he can take into court and fight on."

A member: "And stamped."

The President: "He has not said anything about that but if the amount involved is over £5 you should have it stamped, but it does not follow that because the conditions are not stamped they cannot be submitted but the Judge will probably order you to pay 30/- for a stamp and also fine you £10 in default before he will proceed with the case."

ESTIMATORS EXAMINATION.

"Last year we decided to commence examinations for estimators. I will not deny that it was more or less my own idea. At first it met with cold water but when I tell you the result of this examination, or rather the marking of the examination papers, I think you will agree that it is hopeless to talk about fixing prices, standardising prices, or anything of that kind until some of us at any rate have learnt to estimate the quantity of the goods we have to handle. We held this examination and eleven candidates entered. The figure that the arbitrators or judges decided upon as the price for one removal was £190. The candidates prices varied between £90 and £232. Now, gentlemen, these candidates were supposed to have made a study of this industry yet amongst the eleven the price varied as I have mentioned. It is curious that nearly all the candidates under-estimated their costs. It was not a case of estimating in competition, it was simply that of working out the costs and putting on a proper profit. Well, now, what must be the state of this industry if this is the standard of the ability of more or less the whole lot of us in the business. On the question of quantity one man estimated that there would be seven loads and another man said eleven. I just touch on this to show that it really is necessary to introduce into our industry a more scientific method of learning so that at least one of the causes of undercutting not only in bad times but in good, shall, if it is possible, in the course of time be eliminated and we can feel sure that those we send out to estimate will be somewhere within the region of their competitors and will not vary to the extent I have mentioned. Out of eleven candidates six, I think, passed. We hope to hold another examination shortly and we trust that those who failed will not be discouraged. If you are going into this industry it is worth while studying it and getting a mastery of it."

INDUSTRIAL POSITION.

"I pass now to the Industrial position. Fortunately, during the past year, we have had very little trouble over the thorny subject of labour. Some discussions have taken place between our representatives on the Interim Industrial Reconstruction Committee and the Labour representatives with a view to a reconsideration of the understanding upon what is termed 'Radius' or 'Road Money' and also the 48-hour week, and these points may come up again, as three months' notice has been given by the Labour representatives to end the agreement upon which wages are at present based, and in the meantime a fresh agreement is to be drawn up for consideration."

AGREEMENTS TO BE BINDING.

"I do not know whether you have noticed that a Bill is about to be introduced into the House of Commons to make decisions of Reconstruction Councils binding upon the whole of the particular industry concerned exactly in the same way as does a Trade Board. Whether such a measure will be passed I do not know but I think with a Labour Government in power it is probable. It would mean that instead of our members meeting the men and coming to decisions only to find that at least half the industry did not take the slightest notice, such decisions and agreements would be legally binding and those who did not adopt them would be liable to have the case taken to court and would probably be fined. Thus you will see, gentlemen, that it will be necessary for you to take some interest in the activities of our Reconstruction Committee and to give your Executive Committee as much help as you can in handling this matter which will be very difficult and delicate to settle without a dispute."

GOVERNMENT OFFICIALS' REMOVALS.

"For a long time we have had considerable trouble and complaints regarding the removal of government officials. They sent us an enquiry—they usually make four or five—they want an estimate and nearly every Government department varies. You never know what kind of an estimate you are up against. Attempts are always being made to get us to include in the estimate something which our forms do not cover and many members I am afraid have succumbed. We have rather got more or less into the habit of including items in our estimates which should not be there and for which the Government do not pretend to pay. I regard it as due to Mr. Upton's pertinacity that at last we got an intimation from the Treasury that they would receive a deputation to discuss the matter and I think we were particularly fortunate in our choice of the two gentlemen, Mr. Walter Payne and Mr. Godden, whom we sent to interview the Secretary to the Treasury, for as a result and really to our agreeable surprise the Treasury practically agreed to everything we suggested and have given instructions to departments that in future certain things must not be asked for and that our conditions must stand and nothing beyond is to be expected. On the way down here one or two members told me that they have had trouble with Government officials but when they quoted this letter from the Treasury the trouble disappeared. This will show you the effectiveness of acting together as an Association."

NEW RULES.

"I should like to call attention to the fact that we have made three new rules under the authority you gave us at the last Annual Meeting. One rule deals with the question of return loads, another with the adoption of the conditions and the other concerns going to other members' depositories. Your Executive Committee, after very careful deliberation, drew up the three rules which came into force on March 30th last, and it is now obligatory on members to do that which, until these rules were passed, were simply recommendations but which are now rules of the Association and if members fail in their observance they will be reported to the Executive Committee who will hold an inquiry to ascertain whether there are any justifying circumstances as may on occasion be the case but such justification will have to be very clear. If members will not conform to the rules they will be asked either to withdraw from the Association or be expelled. We know this is a new departure and for good or ill we have adopted it; we have perhaps taken a course which some of you may consider to be interference in the control of your business but in no society can you have absolute perfect freedom to do as you like; you must be prepared for some little sacrifice, you must surrender something of your liberty. If you want freedom to do as you like I should recommend you to go and live in Russia or shall I say in America where they have perhaps less freedom than in any other country in the world. If we are to progress as a successful Society we must all be prepared for some little, but not more than is absolutely necessary, control of our business so that we can fix a standard and work together knowing that every man is exactly on the same footing and is not trying to steal a march upon another. Nothing is more distressing to members of this Association than to know that one member is trying to take unfair advantage of another.

"To-morrow you have the question of publicity and advertising to deal with. The Sub-Committee appointed to deal with this have spent a considerable time upon it and I propose to say nothing more about it now. I wish I were able before I sit down to say something, to make some suggestion, on the question of how to obtain better prices—how to improve the present condition

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of trade because we do know that although there may be one or two unfortunate places such as Brighton where they maintain prices and where there is no question of undercutting (laughter) in ninety-nine cases out of one hundred it is very difficult to get a price for our work which is really remunerative and will show a profit. If an industry is to count, is to improve its methods and to go ahead it must have a margin of profit. You cannot starve an industry and improve it any more than you can starve a man and strengthen him, but I confess I have no suggestions to make as to how all this is to be done. Our different businesses vary in some way, some of us are haulage contractors, a few of us—of which I am one—are furniture removers purely and simply and, therefore, I suppose we all look at the question from different points of view as no two jobs are exactly alike, they vary in quantity, in quality and in every way so that one cannot say that the standard should be this or that; therefore it is most difficult to decide what we should do to stop undercutting. Your Committee will be only too pleased to receive suggestions that will enable us to stop it but ideas are very few though the grumblers are many.

"In conclusion, gentlemen, I ask you to give some of your thoughts to the work of this Association. If you value your industry as I take it you do, as it is your living, it is the means you have of providing for yourselves and families, it is worth your while to give some little portion of your time to it. It is established for no other purpose than to improve the industry. The Executive Committee depend upon you as members for direction and inspiration and if you content yourselves with sitting at home and grumbling and will not give some little time towards making the work and functioning of this Association successful it cannot be that active and potent machine it should be for the furtherance of the objects we all have at heart. Therefore I would venture once again to appeal to you to take a more active interest. As an instance of lack of interest. We sent out 863 voting papers for the Executive Committee and it is painful to say that only 178 members took the trouble to vote and return the papers to Mr. Upton. How can an Association be active and helpful when members do not think it worth while to take a hand in appointing the Executive Committee, that body which is to work the Association? When Mr. Upton sends out a questionnaire he does not do it as a pastime and he cannot do you the good he has in view unless he obtains such information as he requires.

"Gentlemen, I thank you for your attendance to-day and for the patience with which you have listened to my rather wandering remarks."

THE DISCUSSION.

Mr. F. Tapner (Wm. Whiteley, Ltd., London), on the question of prices said that he had always held that when they quoted a price for their work they should thoroughly understand how they arrived at the figure. He said distinctly that there had been too much carelessness in that connection. If they were asked to estimate their estimator should be qualified and should have a complete knowledge of prices. When a small man started in the removal industry he quoted a price which was in the air. If he only kept a small record book in which he showed how he arrived at his price and then when he did the job he would put on the other side his working expenses his eyes would soon be opened and he would see that his methods were wrong. The rule of thumb could no longer have a place in their industry.

Mr. John Hardaker (Hull) said that members of the Association should not be allowed to employ outside haulage contractors to do work for them. If they could get the Association registered by the Ministry of Health it would enable them to keep a number of undesirable people from coming into the Industry.

Mr. Frank Porter (Derby) said he understood from the President's remarks that as yet no scheme was ready to be put before the members somewhat on the lines of the proposal made by the Liverpool centre. He thought that the way to increase their membership was to show that there was something to be gained by being in the Association. As to the question of competition he might say that in the Midlands they held local meetings and they had done away with all estimating. In Derby they were in the fortunate position of having a definite agreement under which no one estimated for town work but quoted so much an hour. As to the size of vans, two large four-wheelers had been built for him and he was very thankful he had them because when a request was made for an estimate no one would ask what it would cost per load. In fifteen months he had not encountered a bridge over or under which he could not run his big vehicles.

Mr. J. Riley (J. Riley & Sons, Derby), Secretary of the Derby centre, supported the last speaker and said that the scheme Mr. Porter had mentioned had worked very well since its inception in 1913.

Mr. F. D. Gross (President, Campbell's Fireproof Storage and Moving Co., Vancouver, B.C., Canada) said that the question of prices was a vital one. He thought that the proper way of carrying out their work was by the hour. That was the principle they had adopted in Vancouver where they had a strong local Association. It was absolutely contrary to their principles to give a price and since they had worked on an hourly basis they had made a little money but mighty little before.

Mr. Brothers (Van Oppen & Co., Ltd.) said that he was told in Havre of an instance in which a removal contractor was asked to give a price for a removal and this was done. The prospective customer then went to a second contractor, showed him the first man's estimate and invited him to quote lower which he did. This second price was taken to a third contractor with the same request until the fifth man got the job and in the end dropped 300,000 francs.

Mr. Brothers (Van Oppen & Co., Ltd.) said that Mr. Price had not mentioned the question of Dock dues. They might think that the subject only affected the industry in-so-far as foreign removals were concerned but it would also affect their coastwise work. There had recently been a strike of dock labourers who obtained an increase of pay and the Port of London Authority immediately raised the standard rate from fifty-five per cent. to one hundred per cent. The Association should set its face against such an increase. Many members were interested in coastwise removals if not in foreign. Such an increase affected the cost of living and in the long run reacted upon the cost of removals.

Mr. Ames (Gaze, Kane & Co., Ltd., St. Leonards) deprecated the suggestion that the size of vans should be limited. In some cases larger vans made for cheaper removals.

Mr. S. P. Hearne (Carvers, Ltd., Leeds), speaking on the question of the size of vans said that it seemed rather ridiculous that they could not run their business upon the most efficient lines. If the Association was going to say that vans should be of a certain size simply because some members possessed vehicles of that capacity then they would prevent the improvement of the industry. On the question of the Estimators' examination their President did not say anything with regard to the questions which were set nor who the examiners were. He suggested the issue of model examination papers as these would give the students some idea of the lines upon which they should study in order to pass. As to test cases the Executive Committee should be careful how much money they spent as there were many snags to be looked for. With regard to the new rules it would considerably improve the prestige of the Association if more stringent efforts were made to see that they were carried out. He had a case in mind which came up at the last Annual Meeting and still remained unsettled, namely that of return loads.

Mr. F. Tapner said there would be chaos if they all used vans of various sizes and the Committee had deemed that 600 cubic feet was to be the standard size.

Mr. H. Day (H. Day & Sons, Ltd., Norwood) said he did not think the Association should try and make a rule that only vans of one particular size should be used.

The President said that as they had a considerable amount of formal business to get through he must draw the discussion to a close but he would like to reply briefly to one or two of the remarks made by the various speakers. It had been suggested that the Association should give the names of the examiners for the estimators certificate and should issue model examination papers. The syllabus of the examination had appeared in the official journal for nearly twelve months and candidates had been recommended to study the F. W. & R. A. Year Book which really contained everything necessary to know with regard to legal matters and also the Official Journal and the WORLD'S CARRIERS. He was sorry he could not recommend any other publication for the purpose in view. No standard work had been published. With regard to issuing model papers he had never heard of any examination in connection with which these were issued. Gentlemen with practical experience marked the examination papers and saw that fair play was dealt out to the competitors. As to the question of the observance of the rules and the resolution passed at their last Annual Meeting dealing with the subject of return loads, it would be remembered that the Executive Com-

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mittee were instructed to draw up new rules making it impossible for members to advertise for return loads and at the same time to remain members of the Association. New rules could not be drawn up in three or four months. After many meetings they were finally submitted through the Official Journal to each member for criticism. Criticism was not forthcoming and the Committee considered that all were satisfied and in due course the rules were finally passed and a date fixed when they came into operation and he was under the impression that he stated earlier in the afternoon that the due date was March 30th last. Already two complaints under the new rules had been brought to the notice of the Association and in this connection certain procedure had to be adopted and the Committee were still hopeful that it would be possible even yet to bring the members concerned into line. After all it was not advisable to turn members out of the Association to go astray and prove perhaps to be far more troublesome than would be the case were they under some sort of restraint within the Association. He did not want anybody to go away with the impression that the Executive Committee were shirking the difficult question of return loads. If a member could not see his way to comply with the requirements of the Association there would be nothing for it but to regretfully part company with him.

ELECTION OF OFFICERS.

Mr. E. Hodgetts (Wolverhampton) proposed and Mr. E. J. Wensley (Wensley's, Ltd., Cardiff) seconded that Mr. R. J. Armstrong (John Walsh, Ltd., Sheffield) be elected President for the ensuing year. This was carried with acclamation.

Mr. F. Tapner (Wm. Whiteley, Ltd., London) proposed and Mr. Nat Ross, junr. (Cork), seconded that Mr. J. Godden (Godden & Son, Canterbury) be elected Vice-President. This was carried unanimously.

Mr. L. B. Hall (Maple & Co., Ltd., London) proposed and Mr. R. J. Elton (Jas. Shoolbred & Co., Ltd., London) seconded that Mr. J. R. Harris (W. G. Harris & Co., Ltd., Tunbridge Wells) be elected Junior Vice-President. Carried unanimously.

Other elections resulted as follows: Mr. A. G. Dixon (Arthur G. Dixon, Ltd., London) to be Chairman of Sub-Committees with Mr. H. Mayes (White & Co., Ltd., Southampton) as Vice-Chairman. Mr. Victor Brown to be Honorary Treasurer. Messrs. F. Walter Payne, C. S. Hudson, L. B. Hall, Evan Cook, A. Bishop and Victor Brown were appointed Scrutineers of Ballot Papers, May, 1925. Messrs. Harvey Preen & Co., Chartered Accountants, were re-elected Auditors at a fee of twelve guineas instead of nine guineas.

Election of Executive Committee.—The following was declared to be the result of Ballot, May, 1924. Messrs. A. J. Dixon, L. B. Hall, A. Bishop, W. L. Barber, George Pickersgill, J. Sanders, M. J. Cowley, E. J. Doble, R. J. Elton, E. Woodbridge, F. H. Wicks, and W. Batchelar. The next two gentlemen on the list who will be called upon to fill vacancies if necessary were Messrs. J. Blower and A. E. Millard.

It was agreed that the Annual Meeting and Banquet, in 1925, should be held in London.

Mr. Harold Currie proposed that the Annual Banquet should commence at 7 p.m. instead of 6.30 p.m., and after discussion the question was left to the Committee.

This concluded the ordinary business of the meeting.

Superannuation Scheme. — The question of a superannuation scheme to cover all clerical workers in the removal and warehousing industry was discussed and after several members had expressed views upon the matter it was unanimously agreed to refer the subject to the Executive Committee for consideration.

A very hearty vote of thanks to the retiring President concluded the afternoon session.

THE BANQUET.

The banquet which followed the annual general meeting was one of the most successful ever held. The arrangements, which were admirable in every detail, were made by a Committee composed of Mr. C. S. Hudson (Hudsons, Ltd.), Chairman; F. Wilkins, A. C. Powers, W. Bray and E. Pope (Durtnall & Co.), J. Fellingham and F. V. Williams (Fellingham & Co.), and R. Tritton (Pickfords), with Mr. C. Sadler (Hudsons) as an efficient Hon. Secretary.

Numbered amongst the guests of the Association were: Lieut.-Commander A. Cooper Rawson, M.P., the Junior Member for the Division, the Mayor of Brighton (Councillor H. Milner Black, J.P.), the Mayor of Hove (Alderman W. Jago, J.P.), Sir H. Matthews (London), Mr. Henry D. Roberts (Director of the Pavilion Estate) and Mr. R. L. Whitworth, Divisional Commercial Manager (Southern Division), Southern Railway.

The President of the Association (Mr. R. J. Armstrong) presided and at the conclusion of the dinner submitted the toast of "The King," which was received in the usual loyal manner.

THE FURNITURE WAREHOUSEMEN AND REMOVERS' ASSOCIATION, LTD.

Lieut.-Commander A. Cooper Rawson, M.P., proposed the toast of the Association in humorous terms and said that the members held a position of great trust. They were entrusted with property with the firm conviction on the part of the owners that they would get it back again, and speaking from experience he could say that generally it did come back, if sometimes in bits (laughter). He was sure the conference had been convened with the sole idea of cutting down prices ("Oh!" and laughter).

THE PRESIDENT'S REPLY.

Mr. R. J. Armstrong, who was received with cheers upon rising to reply to the toast, said that standing before them on such an occasion one's mind went back over the history of the Association to which most of them belonged and it presented a wonderful panorama. He held the opinion that all engaged in a trade or profession should be conversant with the history of their own particular calling. He supposed that theirs was as old as any other industry.

In 1784 the first mail coach was placed on the English road. In the latter part of the seventeenth century Messrs. Pickfords commenced carrying between Manchester and London and were to-day the oldest firm of carriers remaining on the roads. It was in 1844 that the first van was placed on a railway truck, being built by the old firm of Knee Bros., of Bristol, to meet the Severn Tunnel difficulties, this particular type of van being known as the "Tunnel Van." From this stage the trade advanced to the "pantechnicon" claimed to have been introduced about the year 1850 by that well-known firm of Walter Taylor & Sons, and known as "Taylor's Improved Railway Van." The next landmark to improvement was in the year 1861 when Mr. Mousell, of Gloucester, designed and used the box or sling van with a view to decreasing the cost of carriage on rail. Special warehouses for the depositing of furniture only dated back 100 years, and up to the year 1870 there were only a very few depositories up and down the country principally in London and the seaport towns.

Up to the year 1890 the industry was very disorganised. Attempts had been made in the various towns to form local associations but the feeling was such that they were only formed to break away again. Local and domestic differences were so rife that it was almost impossible to do any business of a practical nature that would be of any assistance to the Industry in a local or general way. It was in the year 1890 that their friend Mr. Victor Brown developed that brain wave of his, and he, with the assistance of a few leading members of the trade, commenced what was now universally known as the Furniture Warehousemen & Removers' Association.

About this time a mistaken idea was prevalent and still existed in the trade, but in a lesser degree, with regard to the competition of furnishing houses and drapery stores, who ran a removals and warehousing department, the idea being that these houses purposely ran removals and warehousing departments at a loss in order to get in touch with customers for other work, which was more remunerative. That may have been the position some 20 years ago but such a thing to-day was negligible.

The latter part of the eighteenth and the beginning of the nineteenth century marked the introduction of the self-propelled vehicle for practical commercial purposes, the motor being introduced in a practical form in the year 1894, and in 1898 trials took place in Liverpool, and again in 1901 there were trials at Aldershot.

Probably no other stage in the history of their industry had witnessed such a marked change as the introduction of mechanical transport; it had in every way facilitated their work and it had introduced a new competitor equally as difficult to combat as the drapery and furnishing houses of 20 years ago.

Just as they were able to bring the drapery and furnishing houses into line by trade education so in time he felt sure they would do the same with the haulage trade and they would find in the light of their experience that the removal and warehousing industry was one that required a special training and knowledge, and as they acquired that or engaged persons who had it, then that particular difficulty would disappear.

He would like them always to remember that the business system had its foundation in service, and so

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for as the community was concerned it had no reason for its existence except for the service it could render. The business system must accept its social responsibility and devote itself primarily to the service of the community or the community would ultimately make the attempt to take it over to operate in its own interests. They were not in business primarily to make money but to serve society, from whom they were entitled to a reasonable payment for the services rendered.

It had been his privilege to have had an interest in their association since its inception and through the work it had accomplished he had seen many of the dreams of his youth fulfilled and their immediate Past-President had for the moment placed the top stone on the work by the carrying into effect of his great ideal of the "certificated estimator" which would prove of great value in the years to come.

The existence of their Association had been fully justified, the foundations had been well and truly laid. Once the idea was to get all they could and keep all they got but that was followed by "Live and let live," and now they wanted to try and "Live to help others." (Applause.)

THE TOWNS OF BRIGHTON AND HOVE.

In eugolistic terms, Mr. G. H. Price (Immediate Past President) proposed the toast of "The Towns of Brighton and Hove." If the twin towns were two physically, he said, they were one literally in the welcome they extended to their visitors. (Hear, hear.) After a glowing tribute to the attractions of Brighton and Hove, Mr. Price expressed the thanks of the Association to the Mayor and Corporation of Brighton for placing the Royal Pavilion at their disposal.

The Mayor of Brighton, who first replied, observed that in his opinion the members of the Association were labouring under a grievance in regard to the regulation that their lorries must not proceed at a greater speed than five miles an hour. Such a regulation, he said, must add materially not only to the time occupied but to the cost to the customer and it was a restriction, he thought, which should be removed. (Hear, hear.) The Corporation had seriously tackled the housing problem—a question which he was sure would have an especial interest for furniture removers.

The Mayor of Hove said Hove was proud of the fact that it provided very little business for furniture removers, because once people came to reside there they never left it. (Laughter.)

THE PRESIDENT.

Mr. H. Mayes (White & Co., Ltd.), Southampton, proposed the health of the newly-elected President and said that Mr. Armstrong was well-known to all particularly to those on the Executive Committee who for many years had witnessed the good work he had done on behalf of the Association and were able to gauge its great value. He was convinced that the Executive Committee and each member of the Association would accord to Mr. Armstrong their whole-hearted support. (Applause.)

SUGGESTED PRESENTATION TO MR. G. H. PRICE.

Continuing, Mr. Mayes said that he thought Mr. Armstrong would agree that he had a particularly difficult job in following their immediate Past-President, Mr. G. H. Price, whose services to the Association during two very difficult years had not, he thought, been adequately acknowledged at the afternoon session. Mr. Price had made no small sacrifice in giving up his time in order to fill the office of President of the Association for two consecutive years, and he was sure that all members thanked him most heartily for the work he had done on their behalf. He felt, however, that some memento of his long period of office should be presented to Mr. Price. (Loud applause.) He was glad to know by their applause that the suggestion met with approval. He had not previously mentioned his idea to anyone but now he would be very pleased to assist in forwarding the movement for the presentation of a suitable memento to their retiring President. (Applause.)

The toast was received with musical honours and was suitably acknowledged by the President, Mr. R. J. Armstrong.

THE VISITORS.

Mr. J. Godden (Godden & Son, Canterbury) proposing the toast of "The Visitors" said that he could only wish that the toast had been placed in the hands of one who had greater eloquence at his command. The Association was always glad to welcome its visitors and was strong in the friendships which it enjoyed.

Mr. A. J. Malacrida responded on behalf of the visitors.

THANKS TO MR. C. S. HUDSON.

Mr. H. P. Currie (Currie & Co. [Newcastle], Ltd.), who received an exceptionally cordial greeting, said he rose to express what he was sure were the feelings of all present and that was a desire to extend to Mr. C. S. Hudson and his colleagues of the Sussex centre sincere and grateful thanks for the glorious evening they had spent and for the splendid arrangements made for the comfort and enjoyment of them all. (Applause.)

Mr. C. S. Hudson, who was received with the singing of "For he's a jolly good fellow" briefly replied and said that neither his colleagues nor himself desired thanks; they were content if one and all were happy.

Whilst the Banquet was in progress "The Trowell Trio" played ten selections, and later the toast were interspersed with items by the Lyric Singers. We should like to add that the music throughout was exceedingly to our liking and must have pleased all, whether "high-brow" or "lowbrow."

PUBLICITY FOR THE REMOVING INDUSTRY.

ON Thursday morning the Conference was devoted to the subject of publicity for the removing industry. This matter had been before the Sub-Committee appointed in March, 1923, and had had their earnest consideration for more than twelve months.

The subject was set forth by Mr. J. Godden, the Chairman of the Committee, very thoroughly and lucidly and in addition to this a circular outlining the proposals and the arguments for such a scheme was in the hands of all the members. The instructions given to the Committee were to investigate the whole question of propaganda by the Association as it was felt very strongly that there was need for the general public to know more about the services rendered by the Furniture Warehouseman and Remover.

Investigations were made as to a similar propaganda carried out by other Associations and a questionnaire was sent out which was very courteously replied to and gave interesting information.

One of the early questions to be considered was as to the results which could reasonably be expected from a publicity campaign and it was considered that a probable increase of turnover of 5 per cent. could be safely anticipated and that this increase should amply repay an expenditure of 1 per cent. of turnover. It was considered that in addition to this an even greater increase in storage business should accrue. Then the attitude of the public to the removal trade was investigated and also that of the remover himself to his own business. It was felt to be urgently necessary to raise the status of the industry to a professional basis and to invest it with the importance due to expert service.

It was therefore decided that propaganda needs to be directed to two goals, the education of the public and of the trade itself. The first would be accomplished by means of the public press and this had been very thoroughly examined by the Committee and advice taken from a well-known firm of publicity agents.

The education of the trader would be dealt with on parallel lines—of the dignity and importance of the business in which he is engaged—and of the meaning and value of good advertising.

The Committee had gone to very great trouble to place before the Meeting the fullest information about the proposed scheme and had sample show cards and displayed advertisements which were passed round and examined.

A most interesting discussion followed and although members differed on details every speaker was in favour of the principle of the scheme. On the proposal of Mr. J. Godden, seconded by Mr. W. Sargent, the following Resolution was passed unanimously:

"That this Meeting endorses the general scheme of publicity and propaganda set forth by the Publicity Committee and instructs the Executive Committee to proceed to complete and put it into operation as soon as possible, pledging itself to give the scheme the individual support of the Association."

At the close of the Meeting Mr. H. Mayes referred in terms of high appreciation to the work of the Past President, Mr. G. H. Price, during the two years of his office as President of the Association and suggested that some memento should be given to him to mark the occasion, the cost to come out of the funds of the Association. This was seconded by Mr. C. S. Hudson and carried unanimously.

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British Empire Exhibition.

The following is a list of exhibitors at the British Empire Exhibition supplementary to that published in our April number:—

PALACE OF ENGINEERING.

George Angus & Co., St. John's Works, Newcastle-on-Tyne. Stand 212, Av. 1, Bay 13-14.

Belliss & Morcom, Ltd., Birmingham, Av. 11-12, Bay 17-18.

D. P. Battery Co., Ltd., Bakewell, Derbyshire. Av. 13, Bay 5.

"Fastnut," 17 Newnham Road, Wood Green, London, N. Stand 235, S.W. Block, Bay 6.

Graphite Products, Ltd., 218-220 Queen's Road, Battersea, London, S.W.8. Stand 306, Av. 5, Bay 32.

Greenwood & Batley, Ltd., Albion Works, Leeds. Stand 7, Av. 7, Bay 20-21.

Merryweather & Sons, Ltd., Greenwich, London, S.E.10. Stand 92, Av. 3-4, Bay 6-8,

Parker Producer Gas Plant Co., 62 Conduit Street, London, W.1. Stand 300, Av. 3, Bay 32.

Roadless Traction, Ltd., Gunnersbury House, Hounslow, Middlesex. Stand 18, Av. 6, Bay 27.

Rotax (Motor Accessories), Ltd., Rotax Works, Willesden Junction, London, N.W.10. Av. 8-9, Bay 24-25.

Tudor Accumulator Co., Ltd., 2 Norfolk Street, London, W.C.2. Av. 14, Bay 13.

Vickers, Ltd., Vickers House, Broadway, Westminster, London, S.W.1. Stands 1 and 2, Av. 7-8, Bays 5-9, and 9-15, Stand 29, Av. 6-7, Bay 10-11.

Wallis & Steevens, Ltd., Engineers, Basingstoke. Stand 119, Av. 3, Bay 27.

Worsnop & Co., Ltd., Carlton Lamp Works, Halifax. Avenues 13a and 14.

WATER TRANSPORT.

Lep Transport & Depository, Ltd., Sunlight Wharf, 37 Upper Thames St., London, E.C.4. Av. 5, Bay 33.

Pitt & Scott, Ltd., 25 Cannon Street, London, E.C.4. Av. 3, Bay 36.

Leopold Walford (London), Ltd., 29 Great St. Helen's, London, E.C.3. Av. 3, Bay 36.

CANADIAN BUILDING.

Firestone Tire & Rubber Co., Hamilton, Ont.

Ford Motor Co., of Canada, Ltd., Ford, Ont.

General Motors of Canada, Ltd., Oshawa, Ont.

Goodyear Tire & Rubber Co., of Canada, Ltd., Toronto, Ontario.

Gotfredson Truck Corporation, Ltd., Walkerville, Ont.

Gutta Percha & Rubber, Ltd., Toronto, Ont.

K. & S. Tire & Rubber Goods Co., Ltd., Toronto, Ontario.

Willy-Overland, Ltd., Toronto, Ontario.

H.M. GOVERNMENT PAVILION.

Fredk. Braby, & Co., Ltd., 352/364 Euston Road, London, N.W.1. Section E. No. 3.

PALACE OF INDUSTRY.

Joseph Kaye, & Sons, Ltd., Lock Works, Leeds. Section S. Stand S 763.

Brief Description of Exhibits:—

Leyland Motors, Ltd., Leyland Lancs. In the commercial motor section there will be found a Leyland standard 2-tonner "A1" model fitted with a 30-32 h.p. engine, four speeds forward and reverse, a Leyland patent spherical thrust incorporated in the transmission and worm driven axle. The equipment includes a standard platform and cab painted blue, quarter-fold windscreen and acetylene lamps. The chassis price of this model is £625. One of the most interesting exhibits in the Motor Car section is the Leyland "Trojan"—the utility car with the "wonder spring," which enables it to be fitted with solid tyres without any sacrifice of comfort. The great advantage of these tyres is that they last 15,000 miles and then only cost £7/10/0 per set to renew, so that the inclusive running cost of the car—which is a 4-seater—works out at 2d. per mile. The car is supplied complete with 4-seater body, dynamo lighting, windscreen and hood for £157/10/0. It can also be supplied as a light delivery van.

Maudslay Motor Co., Ltd., Parkside, Coventry. A 7-ton 53-h.p. 4-cylinder engine lorry is exhibited. Four speeds are provided with double reduction final drive and roller bearings are fitted throughout. The chassis price is £1,150. The feature of the vehicle is the extremely large platform area which measures 19 ft. 1⅜ ins. from the back of the driver's cab to the rear of the chassis. All four road wheels are on roller and ball bearings, and the front pair are centrally pivoted in order to provide easy manoeuvring for dockside work and in congested traffic. All power and transmission mechanism is of generous proportions, making the vehicle economical and reliable for heavy duty. The principal dimensions are, wheelbase 14 ft. 6 ins. for goods transport as standard. The wheelbase, however, depends largely upon the district in which the vehicle is to be used and may be modified according to requirements. The wheeltrack is 5 ft. 11 ins., and the overall length 25 ft. The rim diameter of the front wheels are 720 for single tyres 882 by 160, the rear wheel rim diameter is 850 for twin tyres 1,012 by 160. The side members of the frame are rolled steel channels built up with tubular cross members. The engine has overhead valves situated in a detachable head. The cylinders are cast in pairs. The horse power developed is 50 at normal revs., the clutch is the leather cone type. The gear box gives four speeds and a reverse, the final drive is double reduction spur and bevel.

A 12-TON SCAMMELL 6-WHEELER OWNED BY THE LEICESTER MOTOR HAULAGE CLEARING HOUSE, LTD., TRANSPORTING A 15-TON CONDENSER.

Mann's Patent Steam Cart & Wagon Co., Ltd., Pepper Road Works, Leeds. This firm are showing a 6-ton three-speed tipping cart with single Coventry chain drive to the rear axle. The vehicle body is interchangeable either for a watering cart or gully emptier. The feature of the Mann wagon is that it is arranged for one-man control, all the control levers being within easy reach of the driver, and also the stoking door and the fuel bunker. The front axle is supported on two inverse semi-elliptic transverse springs, and there is single point support and steering is by bevel gear and quadrant. The change gear controls are to the left hand of the driver. A four shaft transmission is used and no gearing overhangs the end of the crankshaft. The one pinion on the crankshaft is inside the bearing, and the sliding wheels are on the second and third shafts, this arrangement gives increased space and allows for teeth of ample width and, also, to fit an extra fast third speed gear so that the wagon can travel at high speed without the engine itself making more than a normal number of revs. The tipping gear is operated by the power of the engine by means of a clutch on the second motion shaft from which shaft a roller chain drives, through a worm and worm wheel, a rack pinion which engages with the lifting rack. It is one of the most simple gears we have seen and is not likely to get out of order by the action of dirt or grit.

Scammell Lorries, Ltd., 14-18 Holborn, E.C.1. The exhibit is a 12-ton six-wheeler for Shell-Mex, Ltd.; it is fitted with a 47-h.p. 4-cylinder Scammell engine, the cylinders of which are cast in pairs and have 5-in. bore by 5½-in. stroke; there are detachable heads with overhead valves; lubrication is by submerged pump; ignition is by Watford magneto and the carburetter is a Zenith with hot water jacket. Three forward speeds and a reverse are provided; the wheels are cast steel, the front wheels are fitted with Dunlop tyres

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100 for 741, driving axle tyres are 160 for 771 twins, and the trailer attachment tyres are Dunlop single solid giants 12 in. for 771.

Sentinel Waggon Works (1920), Ltd., Shrewsbury. The exhibits at present consist of the Super-Sentinel tractor and the Sentinel patent trailer. The tractor is fitted with the Super-Sentinel patent steam engine, bore 6¾ in. stroke, 9 in. with poppet valves. The working steam pressure is 230 lbs. per square inch. The patent differential gear is incorporated in the crankshaft. The boiler is the firm's patent water tube type

THE SUPER-SENTINEL TRACTOR.

without stays or stay tubes. The brakes are internal expanding and the steering is the Ackermann. The haulage capacity of the tractor is 20 tons. The wheelbase is 8 ft. 8½ ins., and the track 6 ft. 4 ins. The overall length is 16 ft. 2½ ins., and the width 7 ft. 5 ins. The height (with steel wheels) is 9ft. 6 ins., or with rubber shod wheels 8 ft. 10 ins. It can be fitted alternatively with either steel or rubber tyres. The patent trailer has a platform 13 ft. 6 ins. by 6 ft. 6 ins. with 20-in. hinged and detachable sides and tailboard. The load capacity is 4 tons. The patent feature of the trailer is the six piece construction of the chassis which is built up of two main members and four pressings. This gives an extremely strong chassis and a minimum of small parts. The brakes are internal expanding and the cam spindles are fitted with "Sentinel" patent lubricating gear. The drawbar is fitted with spring buffers to ease the shock of starting and stopping.

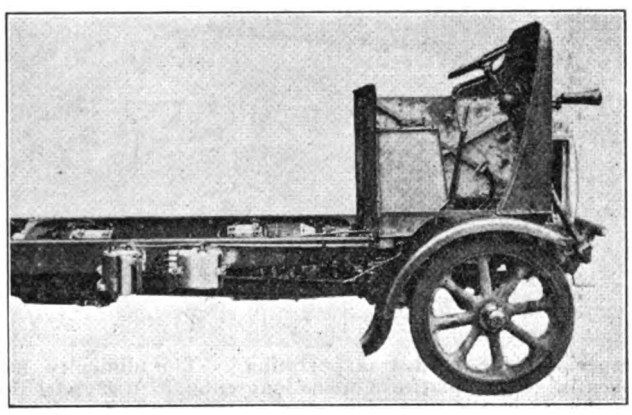
Sterns, Ltd., Royal London House, Finsbury Square, London, E.C.2. Oils and other lubricants for petrol and steam-driven motor vehicles. Sternol super oil, grade WW, an oil equally suitable for both summer and winter conditions. Other grades of Sternol oil are the BB, A, B, and Gearoline in addition to Fordingoyl, an oil

A 1,200-GALLON TANK WAGON MOUNTED ON A TYPE "Q" THORNYCROFT CHASSIS.

specially intended for Ford vehicles. There is also a "Sentenol" oil for Sentinel wagons, and "Fodinol" for Foden wagons.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1. This firm is exhibiting a 40-h.p. 4-cylinder engine tank wagon for the Anglo-American Oil Company. The tank is mounted on a type "Q" chassis and holds 1,200 gallons. There is a four-speed gear box with central control, live axle with overhead worm drive, dished front wheel with central pivots; the wheels are shod with St. Helens patent cushion tyres 120 for 720 front and 160 for 850 twin rear. The engine of this vehicle has 4 cylinders cast in pairs 4½-in. bore by 6-in. stroke, giving a maximum of about 40 h.p. The valves are arranged on opposite sides of the cylinder heads and are accessible through a quick bayonet jointed cover. The circulating water pipes are as for Thermo-syphon cooling but circulation is by pump. It must be remembered that the Thornycroft vehicles are supplied in capacities of from 2 to 11 tons for the transport of goods and also vehicles for passenger or municipal service. As there is only room for one vehicle on the stand the exhibit will be changed from time to time. In a special Pavilion alongside the India Pavilion, there is exhibited a 38-ft. motor boat constructed entirely of India and Burma timbers. The hull is constructed entirely of Burma Teak, other woods used in the construction are Andamans Paudauk, Laurel Wood, Silver Greywood, supplied by the Government of India, whilst the teak was supplied by the Government of Burma. The boat is fitted for private cruising, and is also suitable for Port Officers, Customs, Pilot or similar service. In the department of Tropical Hygiene exhibit in the British Government Pavilion there are two models of motor vessels constructed by Thornycroft for Red Cross and hospital service. On the ornamental water, which is one of the attractions of the Exhibition grounds, there is a fleet of 30 passenger boats capable of accommodating 18-20 persons. These boats are equipped with electric motors. Representatives of John I. Thornycroft & Co., Ltd., are in attendance throughout the period of the Exhibition on their stand No. 141 in the Palace of Engineering, where particulars of their productions are available to visitors, who are also invited to call at their offices at Thornycroft House, Smith Square, London, S.W.1.

Tilling-Stevens Motors, Ltd., Maidstone. The feature of the Tilling-Stevens' motor lorry exhibit is the well-known petrol electric transmission. As our readers are well aware



SHOWING THE TILLING-STEVENS' PETROL ELECTRIC TRANSMISSION.

this form of transmission has many advantages as compared with the gear transmission system. These advantages are becoming more and more appreciated particularly for passenger service work owing to the evenness of the torque, providing very comfortable riding, economy in maintenance and ease of control. The exhibit consists of the type T.S. 6 chassis fitted with forward steering and worm final drive, it has an engine of 40 nominal horse power, 4 cylinders, 4½-in. bore by 5½-in. stroke. Treasury rating 32.4 h.p. taking a maximum load of 5 tons including body. The chassis weighs approximately 4 tons, wheelbase 15 ft. 6 in., track 5 ft. 8 in. Cast steel road wheels 720 mm. front and 850 mm. rear with Dunlop solid rubber tyres, front 900 mm. by 120 mm. single, rear 1,010 mm. by 120 mm. twin. The price of the chassis with tyres is £1,172.

Henry Wells Oil Co., 11 Haymarket, London, S.W.1, and Imperial Oil Works, Salford, Manchester. In our description of the Motor and Cycle Section of the British Empire Exhibition (published 15th May) we incorrectly described this firm's exhibit. The Henry Wells Oil Co. are showing a few representative samples of their "Germ Process" Oils. Also samples are shown of actual "Germs" which are used to lower the surface tension of their oils. A booklet entitled "Surface Tension," can be obtained from the attendants, which fully explains the significance of the subject, and contains a special "Wembley" trial order form. In connection with this exhibit it is interesting to note that a lecturer at the Junior Institution of Engineers recently stated that surface tension tests are more important than any other test of a lubricant. The "Germ Process" is patented throughout the world.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

VEHICLE TAXATION.

To the Editor of THE WORLD'S CARRIERS.

SIR,—Owing to bad trade I have not licensed all our motors, and on Friday I had 3 motors stood-in that could (I found out too late) have been booked owing to good weather, but we had no licences for them; now, don't you think that if the licence was put on the petrol all users would pay according to the mileage, the same three could have been booked three times over to-day, one for a Llandudno run. Now it is very annoying to think how my capital is laid up like this when it could be making a good profit, the drivers, of course, were doing other work, but this could have been left until some other date when there was no other work in.

Will you take the matter up as I know two other firms I 'phoned were in the same fix (not licensed), one said if the weather were favourable he would licence for the July month and next quarter. Kindly think this over.

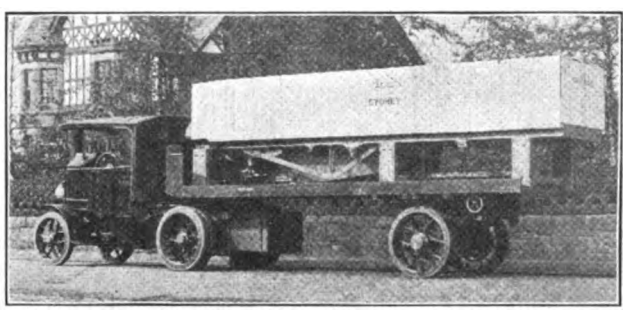
JOHN SULLIVAN.

19 Barker Street,
Heaton Norris, Stockport.

THE "FODEN" SIX-WHEELER.

To the Editor of THE WORLD'S CARRIERS.

SIR,—There is always a considerable amount of difficulty encountered when handling large bulky loads of one piece,



THE FODEN SIX-WHEELER REFERRED TO BY OUR CORRESPONDENT.

especially for road transportation. The difficulty has been in getting platform space long enough to support the load sufficiently to warrant a safe journey. The Foden six-wheeler has satisfied a long-felt want in that respect. The accompanying photograph was taken when loaded, with a 14 ft. chassis, *i.e.*, (Foden 6-ton standard wagon) all cased in and ready for transit to Liverpool Docks. The case was:

23 feet, 2 inches long,
4 feet, 11 inches wide,
5 feet, 8 inches deep,
Weight, 6 tons, 3 cwts.

The great features about this new Six-wheeler are its great flexibility, exceptionally low loading line and small turning circle.

The construction of the frame and platform, patented by Messrs. Fodens, Ltd., make it possible to keep the platform almost as low as that of their well-known 6-ton wagon. The engine and tractor portion retain the well-known Foden features with many improvements for greater economy and reliability.

Yours faithfully.,
ED. JOHNSON.

100 Ettily Heath,
Sandbach.

THE ROAD AND THE VEHICLE.

To the Editor of THE WORLD'S CARRIERS.

SIR,—I have been interested to read the particulars of the demonstration of the Renault six-wheeler, and the observations contained in your issue of April 15th.

I am sure that the reference in your journal to the very interesting demonstrations cannot fail to be of interest to our manufacturer members, and there is undoubtedly considerable force in your observation that, at any rate in relation to the heavier types of commercial vehicles, a design on the lines mentioned would, by indirectly distributing the load over a greater surface of the road, be of assistance to Highway Authorities. At the same time, it is common knowledge that road conditions in this country are far ahead of those in other parts of the world, and although it may well be that a vehicle constructed like the Renault six-wheeler would be of practical value in countries where road conditions are not so far advanced as they are here, I feel that manufacturers who must look in the first instance for a market for their products in this country would hesitate to embark their capital in the construction of a vehicle which might prove to be too expensive for the customers in Great Britain.

I think it can hardly be denied that no small part of the heavy expenditure on the roads since the war has been due to the disposal of Government 4-5-ton lorries in quantities far in excess of what would have been expected but for the abnormal war conditions. The tendency at the present moment is for customers to demand vehicles of a smaller load capacity, and I am not at all without hope that as conditions become more normal the roads in this country will be able to stand the strain of commercial traffic without undue expense of reconstruction or maintenance.

I am entirely in agreement with your suggestion that the motor manufacturer and the road surveyor should work in closer liaison, and it may be of interest to you to know that we have recently taken steps to maintain a much closer touch in the future than in the past between the two.

A. HACKING,
Secretary,
THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS.

To the Editor of THE WORLD'S CARRIERS.

SIR,—I have read your leader of April 15th with great interest.

I must not, of course, speak officially, but unofficially I am bound to say that my private view is that the time is not far off when heavy traffic will destroy the roads to such an extent that it will be an absolute impossibility to keep them in repair for financial reasons. I have been recommending our own graduates to study very seriously the design of vehicles which will not destroy the road but which might even tend to improve them such for instance as the new chain track type of vehicle. The great advantage of this type to my mind appears to be that they are suitable not only for the roads of this country but also for countries where there are no roads at all and no financial possibility of there ever being any.

I think the Renault vehicle is on the right lines but does not go far enough from the purely road destruction point of view. The matter is one of tremendous importance and co-operation between the manufacturer and those who are responsible for the roads is undoubtedly the first step. You may have seen the suggestion for the foundation of a Chair of Highway Engineering with which my Council have expressed the strongest sympathy. This would undoubtedly also be a useful step.

As I say, please note that these are entirely unofficial views.

Yours faithfully,
BASIL H. JOY.
Secretary.

Institution of Automobile Engineers,
Watergate House,
York Buildings, Adelphi, W.C.2.

NOTE.—We gave first publicity to Sir Henry Maybury's proposal for a Chair of Highway Engineering, in our sister journal, ROADS AND ROAD CONSTRUCTION.—*Editor.*

"CONQUEST OF THE SAHARA."

To the Editor of THE WORLD'S CARRIERS.

SIR,—Our attention has been drawn from several quarters to mis-statements which have recently appeared in several papers regarding the capabilities of the Citroen Kegresse. We are quite unaware of the source of this information but we feel that, in justice to ourselves, we must make one or two contradictions.

Firstly, there has been a persistent current of statement and suggestion that the Citroen Kegresse is only useful for a hard surface, and is not suitable for work over deep loose shifting sand and sand dunes. This is so obviously erroneous in view of the Sahara crossing that it hardly needs contradiction, but we would just like to say that, if there is any type of territory on which the Kegresse excels and is definitely superior to its rivals, it is over sandy ground of this nature. In proof

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of this, we would be very pleased indeed to give you personally a trial in the vehicle over any sandy stretch of soil selected either by us or by you.

Secondly, a statement has been made that the Kegresse flexible track is unsuitable for work over stony ground. Again the Sahara crossing, including miles of rocky country strewn with stones, disproves this; in fact, in this connection we claim that the Kegresse rubber and canvas track—with its wide contact surface and consequent low pressure on the band—is, and must obviously be, superior to pneumatic tyres with their liability to puncture and burst.

The statement in one or two papers that the Kegresse cars were towed by motor lorries, in certain tests in the Sahara need, of course, hardly be given consideration. It is quite untrue.

In conclusion may I refer to one or two captions which have appeared in certain papers referring to another type of roadless car as being the "First to Cross the Sahara." This, as you know, is erroneous, as the Citroen Kegresse will go down in history as the first wheeled vehicle to have achieved this feat. After all, many people have travelled to America, but they are not Columbus.

We are anxious that you should not think we are in any way deprecating the achievements of others. We welcome all such new forms of transport as being likely to further the cause to which we are devoted, *i.e.*, cross-country motoring and transport.

There is no doubt that the new type of travel instituted by the Citroen Kegresse will have tremendous developments, with far reaching effects, within the next few years. Any statement detrimental to the Kegresse—the pioneer—must of necessity be detrimental to roadless transport as a whole.

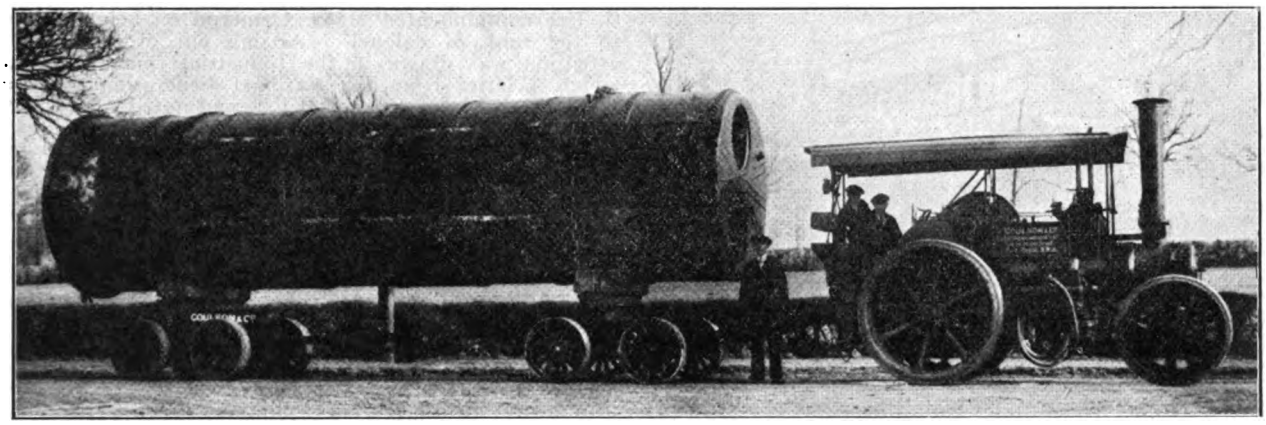
We have put the above facts before you, not necessarily for publication or immediate use, but only so that, if this matter comes to your notice in any way in the near future, you may be able to correct or amend any misstatements.

For CITROEN KEGRESSE, LIMITED.
D. D. MCLACHLAN.

Brook Green,
Hammersmith.

The Double Bogey Tracking Trailer.

THE design of the Double Bogey Tracking Trailer as illustrated, is of particular interest to those engaged in heavy haulage over indifferent roads. This vehicle is of American design and construction and was exhibited at the Commercial Motor Exhibition, in November, 1921. Since then Coulson & Co., Coronation Road, Park Royal, N.W. 10, who are the sole British concessionaires for this design of trailer, have used and thoroughly tested the vehicle under various heavy loads, such as boilers, steel girders, stanchions, and other heavy units. The vehicle has features which are not to be found in the usual trailer. It will be seen at once that as the trailer has four axles the axle weights for a given load are half that of the usual four-wheel trailer with two axles, it is therefore possible to haul heavy loads over soft ground where it would not be possible to haul a similar load on a four-wheel trailer with only two axles. The load illustrated shows a 20-ton boiler which was delivered into some brick works over ground which it was considered it would be almost impossible for the usual four-wheel boiler wagon to go on account of the road into the works being little better than a cart track; no difficulty, however, was experienced in delivering the boiler on this vehicle. This tracking trailer is fitted with sliding bolsters so that there is no tendency for the load to turn over when going round sharp corners. The two bogies are coupled together by a pole and cross chains, one chain being coupled to the near side at the rear of the front bogey to the off side of the front axle of the rear bogey, the other chain is coupled to the off side at the rear of the front bogey to the near side of the front axle of the rear bogey. By this construction the wheels of the rear bogey follow in the tracks of the front bogey wheels when negotiating sharp corners, and it is far easier for the driver of the tractor to turn a sharp corner with a long load such as a crane jib or long girder carried on the trailer as compared with a similar load on a four-wheel vehicle such as a timber drag. The trailer is provided with three poles of varying lengths which are fitted to suit the lengths of the load.



THE DOUBLE BOGEY TRACKING TRAILER WITH 20-TON BOILER HAULED BY A "GARRETT" TRACTOR.

Institute of Transport.

North Eastern District Section Formed.

A meeting of members of the Institute of Transport, resident in the north-eastern district took place in the Shire Hall, Durham, recently, for the purpose of considering the inauguration of a local section of the Institute.

Mr. Barrington Ward, District Superintendent of the L. and N.E.R., Middlesbrough, presided, and others present included Mr. Albert E. Brookes, County Surveyor and Engineer for Durham; Mr. G. Stratten, Manager of the Sunderland and District Tramways; Mr. D. P. Morrison, Gateshead; Mr. W. J. Merrett, Deputy County Surveyor; Mr. J. A. Summerville, Manager, Tynemouth Tramways; Mr. T. French, Traffic Manager, Armstrong Whitworth & Co.; and Mr. E. A. Pearman, Sunderland and District Tramways.

Several members wrote expressing approval of the suggestion, and it was unanimously decided to inaugurate a local section to embrace members of the Institute resident in Northumberland, Durham and North Yorkshire.

It was decided to ask Lord Joicey to become first chairman of the new district, and Mr. J. T. Naisby, district goods manager, L. and N.E.R. Co., Newcastle, and Mr. E. Hatton, general manager, Newcastle Corporation Tramways to become vice-chairmen, Mr. A. E. Brookes, was elected hon. secretary and Mr. Barrington Ward, hon. treasurer.

It was further resolved that the drafting up of a memorandum of constitution, objects and bye-laws be left in the hands of a small committee consisting of Messrs. Brookes, Naisby and Barrington Ward.

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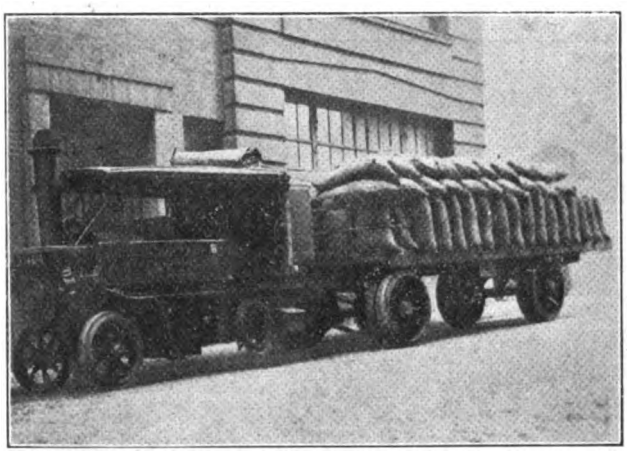
Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Shipping and Forwarding Agents. — There has been a moderate movement of traffic during the past month, textiles for shipment to the East being a rather steady line. Freights from America have recently been revised.

Cartage Rates.—It is mentioned in some quarters that owing to the revision in the local cartage wages, there is some justification for the cartage rates being revised. No doubt the local transport associations will apply themselves to the consideration of this question in due course, but while there is so much competition for traffic, naturally the question of obtaining advances to cover heavier disbursements is not easy to negotiate just now.

Coach Tours to Wembley.—The New Brighton Motor Coach Company, of which Mr. Harry Kingham, is the managing director, is making a speciality this summer of seven day motor coach tours to the British Empire Exhibition at Wembley. A short time ago, one of this Company's coaches left Liverpool with 24 passengers who had arrived at Liverpool from Canada, and disembarked them in Ludgate Circus 9½ hours afterwards. The seven day tours which have been organised, are executed at an inclusive charge of eight guineas, which includes travel, full hotel board and accommodation. Passengers who do not wish to avail themselves of the full week's excursion might return by an earlier coach if they feel so disposed.



A "GARRETT" SIX-WHEELER IN THE SERVICE OF MESSRS. J. BIBBY & SONS, LTD., OF LIVERPOOL.

C.M.U.A. Parade. — The fourth annual Parade to be held in Liverpool, provisionally fixed to take place on September 27th has already received preliminary consideration by the Liverpool Area Committee of the Commercial Motor Users' Association.

Six-Wheelers. A Complaint.—Messrs. Scammell Lorries, Ltd., have been in communication with the Liverpool Area Committee of the C.M.U.A. with reference to the use of Scammell six-wheelers on the Mersey Ferries. They point out that the authorities will not permit a six-wheeled lorry to use their ferries with a load greater than seven-and-a-half tons and were advised that the authorities declined to accept the amending order legalising axle weights which makes it possible for a Scammell lorry to carry ten tons of paying load. They contend that this attitude is inconsistent as it permits four-wheeled vehicles, especially the steam wagon and trailer whose combined load and weight is very often greater than the Scammell, to use the ferry to the exclusion of the six-wheeler. Mr. Whitnall, the secretary of the Liverpool Area Committee of the C.M.U.A. wrote to both the Birkenhead and to the Wallasey ferry managers on the complaint. The Birkenhead Ferries Committee pointed out that under the Mersey Docks and Harbour Board regulations the following motor cars, vehicles and trailers are forbidden to use the Liverpool Landing Stage or the Floating Roadways (Liverpool and Birkenhead): (a) Motor cars or vehicles which with or without load exceed twelve tons weight, or nine tons on any one axle; and (b) trailers which with or without load, attached to any motor car or vehicle exceeds six tons in weight. From the Seacombe Ferries manager, a letter was received in which it was stated that unfortunately at the present time at the Wallasey landing stage they were dependent at hours other than those of two hours before and after high water, on the use of hydraulic lifts which are twenty-eight feet long by ten feet wide, so that at such hours the size of the vehicles which can be expeditiously handled is limited by these dimensions and a gross weight of thirteen tons. A single track bridge one hundred and sixty feet long is available at all times, but owing to its short length, assumes an inclination up to 1 in 5·8 at extreme low water spring tides—at other hours of tide the gradient varies with the tidal level.

Liverpool C.M.U.A.—The Liverpool C.M.U.A. reports that up to May 10th of this year, 19,008 tokens have been circulated to operate the lock mechanism device approved by the British Waterworks Association and the Commercial Motor Users' Association, etc. In connection with the supply of water to steam wagons from standpipes and underground tanks. For the purpose of comparison it may be stated that between May and December, 1923, the total number of tokens put in circulation was only 96 gross.

Parking Grounds.—The Liverpool Corporation has for some time been paying attention to the question of the provision of parking grounds for motor vehicles in the city streets, and has now issued a revised list of the places agreed to as being suitable for parking. They are scattered all over the city and the list should be suitable for reference purposes.

Birkenhead Road Transport Association.—At the executive meeting of the Birkenhead Road Transport Association on May 19th, Colonel Ormerod presided. There were also present Messrs. J. Martin, J. Williams, P. McGetrick, C. E. Price, G. Lee, and the secretary. At the opening of the meeting, Mr. C. E. Price and Mr. G. Lee complimented Major Ormerod on being elevated to the rank of colonel. Arising out of the minutes, attention was drawn to the Industrial Councils Bill on which a letter from the National Federation was read together with replies from M.P.'s, and noted. The President said it had been decided to examine the rules of the Association with the object of determining how they could be brought up to date. It was agreed that a new set of rules be drafted and submitted to a special committee who would report to the members at a general meeting. Suggested revisions were approved. Mr. McGetrick drew attention to the absurdity of employers having to go on the stand for men required for work on the following day, pointing out that these men could not be obtained before 8 o'clock in the morning. It was necessary for the men to turn out at 6 to get their vehicles ready to be on the job at 7 o'clock. It was decided to write Mr. Still, the secretary of the Joint Committee, in order that something might be done to overcome the difficulty. As to water standards, it was also decided that a letter to the Corporation Water Department be sent asking as to the supply of discs and pointing out the need for an additional stand pipe in New Chester Road by the South End Destructor.

All Night Transport.—The Liverpool Tramways Committee is considering a proposal to run a night service of cars in the city. The Tramways manager has been asked to report on the matter. The Crosville Motor Bus Co., commenting on the local controversy, states that they could easily maintain an all-night bus service in Liverpool and were willing to try the experiment if the Corporation refuse to run tramcars. The Crosville Company run a network of omnibus services throughout Cheshire, in North Wales, and on the outskirts of Liverpool

Motor Coach Conditions.—The motor coach season has had an auspicious start so far as the Liverpool and district coachowners are concerned, and the only cause for apprehension is the uncertainty as to rates. So far, the rate to Blackpool, which is the principal run from Liverpool, has been firmly held at 7/6 for the return journey. With regard, however, to some of the other trips, there is a very marked diffidence in the issuing of public quotations, and one coachowner explained to the writer that the reason for this was, that to broadcast a scale of charges seemed to provoke the competitive zeal of other owners.

Boy Bus Conductors.—A dispute as to wages of boy conductors proposed to be employed on the Bolton Corporation single-deck 30-seater buses is being referred to the Joint Industrial Council. The Transport Workers' Union protests against the employment of youths in view of the numbers of unemployed men. The wages proposed by the Corporation were, youths of 18, £2/1/0 a week, aged 19, £2/4/0, and 20, £2/6/0.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—There is no improvement in the state of trade and beyond the fine weather having influenced the public to utilise the many motor coaches for evening, half-day or day trips there is no change with regard to any section of the transport industry to record.

Wages in the Road Transport Industry.—Meetings of the Lancashire and Cheshire Group of Road Transport Associations were held with the United Road Transport Workers' Association of England and the Transport and General Workers' Union in May, and it is understood that as a result of the views put forward the employers agreed to submit the matter to all the Districts involved and report at further joint meetings to be held early in June. Enquiries made amongst employers reveal the fact that there is common conviction that no increase in wages can possibly be given at the present time in view of the state of trade and the summer months being normally the slackest in the year.

Horse Parade in Salford.—On the 24th May a Horse Parade was held to help the funds of the Salford Royal Hospital simultaneously with a Brass Band Contest and the horses on parade showed that in Manchester and Salford an excellent class of animal is still used for cartage work. The awards were as follows: Best groomed heavy town cart mare or gelding: Bleachers' Association, Ltd., Salford, 1st and 3rd prizes; 2nd prize, J. H. Broomhead, Great Ancoats Street, Manchester. Best Tradesmen's Turnout: 1st, Samuel Lavender, 152 Wilmslow Road, Didsbury; 2nd, Edward Burgess, 32 Gartside Street, Manchester; 3rd, F. J. Robinson, Seedley. Best Tradesmen's Turnout, Vanners or Lurry Horses; 1st, Stanley Taylor, 330 Bolton Road, Pendlebury; 2nd, Charles Bent, Liverpool Road, Manchester; 3rd, C. Thomas, The Crescent, Salford. Best Groomed Horse and Cleanest Tradesmen's Turnout: 1st, Stanley Taylor; 2nd, Charles Tinker, Salford; 3rd, C. Bent. The Bleachers' Association, Ltd. gained 1st, 2nd and 3rd prizes in best heavy town cart mare or gelding class, and were also successful in being awarded the 1st and 2nd prizes in the best team of two (heavy) horses, town, cart, mare or gelding.

Manchester Corporation Bill Before House of Lords Committee.—This Bill came before a Committee of the House of Lords from 12th to 23rd May, and a number of Clauses contained in the Bill were of special interest to readers of this journal. Under Clause 41 it was sought to use trolley vehicles wherever tramway lines are at present laid or are authorised to be laid and to extend to the said trolley vehicles the powers contained in the Manchester Corporation Tramways Act, 1899, for carriage of animals, goods, minerals, etc. The trolley vehicle being, for all practicable purposes, a motor lorry or motor bus it would be possible for the Corporation to carry passengers or goods of all descriptions to or from any place where current supplied for the use of tramways is available and they would therefore have been formidable competitors with the railway companies and private carriers. This Clause was strongly opposed and the result was that the Lords Committee provided in the Bill that the trolley vehicles must only be used for the purpose of conveying passengers and small parcels not exceeding 56 pounds in weight and dogs in the care of passengers and shall not be used for the carriage of minerals or any other animals or goods. Clause 45 sought to cancel the restrictions now placed upon the use by the Corporation of the tramways in Portland Street and Peter Street and this Clause was opposed upon evidence submitted by the Manchester Committee of Road Users through Mr. R. C. Reynolds, O.B.E. (Chairman of the Committee and an Official of the Bleachers' Association, Ltd.), Mr. A. J. Green (Calico Printers' Association, Ltd.), Mr. J. Ainsworth (Messrs. S. & J. Watts & Co.), Mr. T. H. Dunbabin (Chairman of the Manchester Transport [Owners] Association, Ltd.), Mr. F. W. Hatton (Automobile Association and Motor Union), Mr. W. Woosey (Manchester and Salford Owner Drivers' Association), and Mr. A. Hilton (United Road Transport Workers' Association of England). These witnesses related to the Lords Committee the acute congestion now experienced, the necessity for the restricted user in the streets named, and the fact that if greater use by trams was to be made of those streets it would be almost impossible to carry on the cartages in that particular area, and also slow down the through traffic using the streets. After consideration the Lords Committee rejected this Clause of the Bill and the restrictions on trams in Portland Street and Peter Street are therefore to continue. Under Clause 76 it was desired to apply the hackney carriage laws and the bye-laws of the Corporation to every motor vehicle kept or used for hire within the City and to the driver thereof (except where used solely for the purpose of carrying goods or belonging to a Railway Company). This would mean that it would be impossible for anybody owning a motor car of private type to let it out upon special contract to an individual or party of persons unless the motor car carried a taximeter and the driver wore the usual badge, and, therefore, this Clause was opposed. Terms were agreed between the Corporation and the Road Users and the Clause has been suitably amended in order to exclude vehicles which are used for journeys under special contracts. Under Clause 75 it was sought to add to the authority of the Town Police Clauses Act, 1847, a requirement that the proprietor of any hackney carriage licensed by the Corporation shall effect and keep on foot an insurance with a responsible insurance company, and having regard to the fact that certain firms prefer to make provision for their own insurance liabilities this Clause was opposed. The representatives on both sides agreed to amend the Clause to enable the owner to insure through a responsible insurance company or make financial provision for meeting any liability that may be incurred in respect of injury or damage. As the result of this any vehicle owner may place his insurance policy with any company of standing or if he prefers may arrange a fund in his own business to meet such liability. Clause 76 provided that when a tramwaycar is stationary at a tramway stopping place for the taking up or setting down of passengers every driver of a vehicle shall draw up before arriving at the stopping place and wait until the roadway is clear of passengers. In view of the fact that a regulation of this kind would seriously interfere with the movement of traffic in the City where trams are so extensively used there was considerable opposition to this Clause and in addition to opposition by all the National Organizations connected with road transport, reports against the Clause were lodged by the Ministry of Transport and the Secretary of State for Home Affairs with the result that the Clause was rejected. The Members of the Lords Committee were the Earl of Clarendon (in the Chair), Lord Wharton, Lord St. John of Bletse, Lord Fairfax and Lord Lawrence. The opposition to the Bill upon the traffic Clauses was in the hands of the Manchester Committee of Road Users, consisting of the following organisations: The Manchester Transport (Owners) Association, Ltd., The Conference of Manchester Carriers, The Manchester and Salford Owner Drivers' Association, The National Traction Engine Owners' and Users' Association, Ltd., The Amalgamated Horse and Motor Owners' Association, Ltd., The Automobile Association & Motor Union, The Commercial Motor Users' Association (Inc.), and the United Road Transport Workers' Association of England. Counsel engaged by the Committee were Sir Lynden Macassey, K.B.E., K.C., M.Inst.T., and Mr. Rowand Harker.

The Education of Traffic Men.

FOR some years past our American friends have made it their business to educate the rising generation in the Science of Transportation. Over there Traffic Colleges have been looked upon as a commercial necessity, just like institutions for the teaching of any other science.

It was only to be expected that with the great and growing demand in this country for specialists in traffic and shipping work an Institution on similar lines would be founded for the education of those who are, or who wish to be, engaged in handling traffic by road, rail and sea.

We have heard a good deal recently about the National Traffic College, Cunard Building, Liverpool, which was founded about eighteen months ago, and we were glad therefore to have some information about the activities of this Institution. We found, as we expected, that there are some big men taking an active interest in the College: men who have spent the whole of their lives in traffic and shipping work and who are acknowledged authorities in their various branches of the subject and already four Courses have been issued, to wit the following:—"The Science of Industrial Traffic Management." "The Art of Shipping Goods Abroad," "The Law of Shipping," "The Art of Handling Import Goods."

Each of the Courses is complete in itself and the four together should give the student a thorough grounding in the science of transportation in all its branches. We recommend any of our younger readers who desire to qualify for big and important positions to investigate the National Traffic College's educational scheme for themselves.

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Midland Notes.

FROM OUR OWN CORRESPONDENT.

State of Trade.—The heavy engineering trade in the Midlands is still far from brisk and consequently motor transport hauliers are securing little work in the nature of the transport of heavy machinery from the Midlands to the coast or other industrial centres. The traffic by road from London to Birmingham and vice versa, as judged in the course of a number of runs up and down this trade route, appears to be about normal, and it is interesting to note that the number of petrol vehicles appears to be on the increase. Motor coach proprietors are, at the time of writing, hoping to secure full loads from Whitsuntide onwards, but up to the present the very wet weather which has predominated has been all against them. A number of motor coach trips to Wembley are arranged for the the summer period, including a number of works outings.

Petrol Pumps at Gloucester.—A firm of garage proprietors at Gloucester were recently summoned under the Weights and Measures Act for having used an unstamped petrol pump and also for having used an unjust petrol pump. The prosecuting Solicitor for the County Council explained there was no charge against the defendant of having behaved fraudulently, the case was brought as a test. The point for decision was whether the petrol pump was a measure within the meaning of the, Act or whether there was a distinction between a measure and a measuring instrument. A weights and measures Inspector, giving evidence, stated that there were two petrol pumps on the premises, one, approved by the Board of Trade and officially stamped, was accurate, the other was not approved by the Board of Trade and was inaccurate to a considerable extent. The prosecuting Solicitor dealing with the legal question, asked the magistrates to decide that the pump was not, in fact, a measure and that a measuring instrument might also be a measure within the meaning of the Act. He previously stated that he did not propose to offer any evidence on the second summons. For the defence it was said, in view of the withdrawal of the second information, that defendant was cleared from the suggestion of fraudulent behaviour and it was argued that the pump was a measuring instrument and distinct from a measure, and therefore there was no obligation on the part of the defendant to have it stamped. The Chairman said the Magistrate considered that the pump was not a measuring instrument but that it was a measure, and a fine of one pound was inflicted.

Vehicle Owners Rights.—The arrangement reached between the Birmingham Corporation and the Birmingham Horse and Vehicle Owners' Association, in reference to the running of Corporation omnibuses on boundary roads and outside the City, was explained at a meeting of the Char-a-Banc section of the Association recently. Mr. J. H. Stirk occupied the chair and pointed out that under the Act of 1914 the Corporation were prohibited from infringing the trading rights of members of the Association. Recently the Corporation had been running buses for various purposes outside the City boundary, and protests were made. Eventually proceedings were taken by the Association, but these were withdrawn upon an agreement being reached that the Corporation would not run their vehicles for pleasure party purposes, the prohibition extending to their own employees. The Association on their part agreed not to oppose the present Parliamentary Bill which seeks power to run on both sides of boundary roads. Legal expenses of the Association amounting to £170 were paid by the Corporation, and the agreement was signed about a fortnight ago.

Bridges Over the River Cole.—All road users will be interested to know that the South and South-East sides of the City of Birmingham which have often been cut off in rainy weather by the river Cole, will shortly be made accessible at all times as the Solihull Rural District Council has provisionally accepted tenders for the erection of bridges at Colebrook and Lowbrook, the first named to cost £3,246, and the latter £2,741. The bridges will provide long needed traffic communication between Warwickshire and Worcestershire, and towards the cost both Counties, as well as the Solihull and Bromsgrove local authorities, have agreed to contribute. The Ministry of Transport will bear 50 per cent. of the cost providing the work is completed in six months from March last.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions.—Conditions in the haulage trade continue to be very quiet, but during the past month it is reported that there has been fairly good work available for furniture removers. Generally trade shows some slight improvement, but it cannot be said to be good yet. The motor coach industry was fortunate in that a good start to the season was made. The advantage of a small coach in the way of bigger chances of getting a full load and lower running costs has been seen very clearly this season, and it is likely that in the space of a few years there will be very few big coaches on the road. There are few replacements being made, however, but practically all the new vehicles are small ones. The public shows its discrimination by selecting pneumatic tyred vehicles, and this makes it all the more difficult to attract patronage to the larger vehicles.

Inter-Town Bus Routes.—The Leeds City Council is faced with a number of applications for licences for bus services to start from the centre of the city. Before the war there was continual talk about bus services and railless services to act as feeders to tramway systems, but, except to a limited degree, it has been found that this is not a satisfactory state of affairs. Certainly in some cases the public from out-lying districts have been encouraged to travel by bus to the car terminus but, in most instances, it is found that the best results are obtained by through services to the centre of the town by one vehicle. Passengers do not care to change vehicles, with the possibility of a wait, and generally speaking, motor bus proprietors are urging that they shall be allowed to run to the centre of the town even if they are debarred from picking up on the tram routes. In the case of town to town services such as are proposed between Leeds and Harrogate, and other centres, the public never becomes aware of the facilities offered if the bus services start from some out-of-the-way car terminus at times which can only be ascertained at that particular spot. Certainly the weakness of the present-day bus organisation is the lack of facilities for letting the public know when and where the services run.

Traffic Control Urged. — The Bradford Watch Committee is urging the National Association of Municipal Corporations to press for new measures of traffic control. It had been suggested that Bradford should endeavour to secure special regulations on their own account, but it was found that the Home Office was averse to local authorities having these powers as confusion would thereby be caused among motorists passing from one district to another. The trouble caused by municipal bodies securing powers limiting any class of people from doing certain things is that often the remedy is worse than the disease, especially when the remedy is enforced upon everybody with the utmost rigour of the law. There are instances, however, where regulations would be an advantage to motorists and pedestrians alike. Bradford has been talking about insisting upon motorists stopping when tramcars are picking up or discharging passengers. Some towns have powers to insist upon this, but many of these movements would never be started if drivers would use their common sense. It is the odd man who lacks consideration who brings inconvenience upon his fellows. An instance of this sort was seen recently when a driver deliberately broke through a funeral procession.

More Restrictions Wanted.—In the case of any new development there is always some organisation or other ready to invoke the aid of the law in putting up a prohibition. Motor coach parties are much more staid and sedate than they were a few years ago, and public opinion has had a much more powerful effect in suppressing rowdyism than any action by the police. However, two cyclist organisations have secured the aid of some of the local councils and have urged upon the West Riding County Council the necessity for prohibiting the trailing of streamers or toy balloons, blowing horns or throwing coppers to children from motor coaches. How many instances of accidents of this nature are recorded? The authorities could easily ascertain from police records, but they must be very few and far between.

Drivers Forbidden to Smoke.—New bye-laws of the York City Council insist that a driver of an open hackney carriage shall not, at any time when driving for hire, smoke tobacco or any like substance, without the permission of the person hiring and being conveyed in such carriage.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Trade Outlook.—Business generally is very quiet and the present position is one of uncertainty.

Furniture Removers.—With the advent of spring, furniture removing has brightened up. The local members of the association are meeting shortly when Mr. Ambler will report upon the annual conference which has been held at Brighton, and try to inspire his colleagues with some of the enthusiasm that existed there.

Call of the Country.—With the country looking at its greenest and best char-a-banc owners are at last experiencing a much-desired stimulus to trade. The broken weather, however, militates considerably against them.

Transport Member and Humber Tunnel.—Mr. T. W. Padgett, who represents the Hull Carting Agents' Association upon the Hull Chamber of Commerce, was one of the guests whom Mr. Edward Dumoulin, J.P., the President of that body, invited to dinner to meet the Minister of Transport (Mr. Harry Gosling) on his recent visit to Hull. The new President of the Association of British Chambers of Commerce, and several Colonial dignitaries, were amongst the principal guests, the visit to the port being arranged in order that they might inspect its facilities for dealing with traffic. A tunnel under the Humber is the chief project in many local people's minds at the moment, and endeavours were made to "draw" the Transport Minister on that. Mr. Gosling quite realised the situation and whilst saying nice things put the question very bluntly: who is to pay? That is the crux of the whole matter. Many people glibly say that the London and North Eastern Railway Company ought to undertake the work but there is little prospect of them doing so unaided. Unless they can see an adequate return on the capital that would be involved, and he is a sanguine man indeed who would suggest that that is possible for many years to come. There has been a lot of talk on the subject, but really very little has actually been done. The present position is that an unofficial body brought into existence by the Lord Mayor, and known as the Developments Committee, and on which sit representatives of commercial and civic life, are endeavouring to make some movement. They have interviewed Mr. Wedgwood, the General Manager of the London and North Eastern Railway Company, and he, without committing his directors, has promised that his experts will consider any preliminary details the Development Committee may submit to him. One well-known local man has offered to finance the committee in making the first necessary steps. What everyone would like would be that the Government should adopt it as one of their schemes for providing work for the unemployed, but on that point Mr. Gosling could not be induced to utter a syllable.

New Pier and Landing Stage.—Definite steps have now been taken in the preparation of a new pier and landing stage at Hull. This is sadly needed. The existing structure is an absolute reproach to the port. The parties concerned are the Hull Corporation and the London and North Eastern Railway Company as the owners of the steam ferry between Hull and New Holland, which is the connecting link with North Lincolnshire.

Entrance to Beverley.—The entrance to Beverley from Hull is narrow and altogether inadequate for the great amount of traffic now using it. £20,000 is the estimated cost of the necessary widening and the Beverley Town Council is seeking the financial support of the East Riding County Council and the Hull City Council. The appeal to Hull is made on the ground that the improvement would be in the main for the benefit of "through" road users proceeding to and from Hull. There is a great measure of truth in that assertion and the Corporation have agreed to send representatives to a conference without, however, committing themselves in any way.

Tramway Profits.—The net profit on the Hull Corporation tramway undertaking for the past municipal year was £54,000. £40,000 was also placed to reserve.

Vibration from Motor Buses.—Residents on the new suburban routes traversed by Corporation motor buses are complaining of the damage done to their houses. Some of them have written to the Tramways Committee claiming compensation. The Committee repudiate liability, the chairman saying that if they accepted it they would have to rebuild Hull.

South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Transport Wages at Cardiff.—Difficulties have arisen in connection with the fixing of a district wage for motor vehicle and horse drivers in the Cardiff district. A revision of wages has been due since last December but nothing tangible has been done. The Cardiff and District Road and Motor Haulage Association, of which Mr. F. C. Gerrish is the secretary, formerly negotiated with the representatives of the Cardiff branch of the Transport and General Workers' Union, the wages agreed upon for members' employees being the basis of demand by employees of outside firms. The number of firms outside the Association, however, rendered the application of a standard wage for the district almost a matter of impossibility. Some time ago it was suggested that the Association should convene a meeting of transport owners with the view of securing agreement to abide by any standard wage rate fixed upon by the Association, the men's representatives, and the representative of the Ministry of Labour. This, however, the Association, in view of the large number of non-members, declined to do. Effort is now being made to secure a conference of all concerned and fix upon a district rate under the supervision of Ministry of Transport and Ministry of Labour nominees.

Swansea Bus License Appeals.—The Swansea Watch Committee recently declined to grant licenses to Mr. G. V. Person, Gorseinon, Messrs. John Bros., and Mr. F. Harris, bus proprietors, of Swansea, to ply for hire in the area. The rejected applicants appealed to the Ministry of Transport against this decision with the result that on June 20th a Ministry representative will inquire into the applications publicly.

Bus License Point at Ogmore.—The Ogmore and Garw U.D.C. has renewed the bus service licences of Messrs. Farmer, Jones & Griffiths, and of the South Wales Commercial Motor Company, but has refused renewal to the Garw Transport Company (proprietor, Mr. Joseph Jones) on the ground that no serious effort has been made to comply with the regulations. At a recent meeting of the Council appeal was made by the proprietor for a reconsideration of the refusal. Promise was made to conform with the bye-laws. It was urged that a long-standing contract existed between this proprietor and the County Education Committee to carry school children to Pontycymmer from Aberkenfig. Serious loss would be entailed if this had to be abandoned. The Council has agreed that for this service no license is necessary but that no plying must be done in other respects. On the matter of suspension, totally, of license the Ogmore Lodge of the South Wales Miners Federation has notified the Council that it considers total suspension of license too severe a penalty for any breach of regulations. A proposal is now put forward that a conditional license of one month's duration be granted the firm as a trial, probationary, period.

Taxi-Cab Bye-Laws. — To a meeting of the Swansea Watch Committee it was reported that the Council was unable to enforce observance of the taxi-meter bye-laws applying to hackney carriages owing to the Board of Trade having with-held sanction to the Committee's proposal to enforce the installation of taxi-meters in vehicles plying for hire and the fares scale drafted. The Committee is to press for sanction.

Merthyr Services.—In addition to the eight buses ordered by the Merthyr Corporation from Messrs. Leyland Motors, Limited, at £900 each, the Corporation is negotiating to purchase two passenger and two workmen's buses now run by Messrs. E. Snow & Sons, in the Merthyr district. The Council intends to spend £12,800, in all, in addition to the fleet and erecting a garage and workshops.

Freed From Toll.—The Erwood Bridge over the River Wye, at Erwood, on the boundary of Radnorshire and Breconshire, has been taken over by the two County Councils, jointly, and they will maintain the bridge in future. For fifty years past the bridge has been maintained by a private company, who exacted a toll from all vehicles. In future passage over the bridge will be free.

The Coaching Trade.—Motor coach proprietors in the area generally, report fair bookings and demand for vehicles and seats but state that many arrangements are being solicited provisional to the weather holding, with no obligation to take the booking at a later date. If such an arrangement is declined, in cases, refusal to book has resulted. But for the weather militating against trade opinion is unanimous that the more settled industrial situation gives prospect of an excellent season.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions.—The improved scale of business in North country haulage circles, recorded last month, has been fully sustained during the last four weeks, and with the general industrial position in a more settled state than it has been for some considerable time past, hopes are entertained that the bad patch experienced in the two years since 1921, has been terminated, and there is a more or less general feeling amongst hauliers that brighter times are in store.

Rate Cutting. — On the furniture removal side, too, things have been much more brisk, but rates have been so badly cut that little tangible improvement can be reported. Rolling stock still is considerably in excess of demands.

New Tyne Crossing.—Stout opposition is now being lodged against the proposed new High Level Bridge across the River Tyne between Newcastle and Gateshead, and road users in the North are using every effort to out-weigh this and to make the crossing an established fact. No section would derive greater benefit from the additional bridging facilities than the road transport trade, which is being at present seriously handicapped by the inadequacy of existing bridges, as well as by restrictions imposed upon road vehicles beyond a certain weight. At the present time the only direct crossings linking up North and South, and consequently in constant use by through traffic between England and Scotland, are the Swing Bridge, and the present High Level. So far as the first-named is concerned, it is extremely dangerous of approach and the heavy gradient which has to be negotiated on either side after passing over the bridge adds considerably to running costs, as well as imposing great strain upon the vehicles; whilst weights carried over the other bridge are restricted to nine tons on two axles. Just why this should be so it is difficult to say when it is taken into account that much heavier tramcars are allowed to cross.

Institute of Transport Development.—Few of the large industrial centres of the country make greater use of motor transport, or have a better range of general transport facilities than the North-East Coast neighbourhood, and the steadily increasing contention of interested local persons that the district should have its own section of the Institute of Transport, has now borne fruit. Local members of the Institute, who met at Durham recently, decided that the time was ripe for such a step and the branch was inaugurated, to embrace the counties of Northumberland and Durham, and North Yorkshire. Lord Joicey has been requested to become first chairman of the new body, and Mr. J. T. Naisby, district goods manager of the L. & N. E. R., at Newcastle, and Mr. E. Hatton, general manager and engineer to the Newcastle Corporation Tramways and Electricity undertaking are to become the first vice-chairmen. Mr. Albert E. Brooks, County Surveyor and Engineer for Durham has agreed to fill the post of hon. secretary, and Mr. Barrington Ward, District Superintendent of the L. & N. E. Railway, at Middlesbrough, is the hon. treasurer. A small committee is now engaged in drawing up a memorandum of constitution, objects, and bye-laws.

New Conditions for Busmen. — An agreement concluded between the management of the Northern General Transport Co., Ltd., of Chester-le-Street, and their employees, besides stabilising the industry till the end of 1925, confers both monetary and other benefits upon the workers. It provides for an increase for the men ranging up to 8/6 per week, and for youths and girls of 2/- per week, whilst provision is made for extra time for Sundays and night work. The new conditions include a guaranteed 48-hours on a weekly basis, as well as a week's annual holiday with wages, for shed staffs.

Quay Extensions.—The completion of the Newcastle quay extensions marks a very important advance in the history of the River Tyne. Congestion and consequent delays on the old portion of the quay have been matters for regret for many years, and the present scheme, which was entered upon in December, 1920, includes a new quay accommodation, shed, railways and a new road, the total cost having been in the vicinity of £240,000. The new quay which is situated east of the Ouseburn is of reinforced concrete and is 665 ft. in length, providing accommodation for two berths, and the transit shed is 660 ft. in length and 70 ft. wide, and is served by a railway line at the front and three sets of rails at the rear, whilst adequate loading and unloading facilities have been provided by the erection of three electric cranes.

Manchester Area of the Commercial Motor Users' Association (Inc.).

Annual General Meeting.

THE Annual General Meeting of the Commercial Motor Users' Association—Manchester Area—was held at the Midland Hotel, Manchester, on 2nd May last, when Mr. R. C. Reynolds, O.B.E., M.Inst.T., presided.

After the Minutes of the previous Annual General Meeting had been read the following report was submitted:—

During the year 1923 the Area Committee have exercised a watch over the interests of commercial motor users in general, and amongst special matters dealt with have been conditions of roads and bridges, important questions relating to taxation, licensing and speed limits, fines on motor drivers, attitude of police to drivers and method of inspection of vehicles, unauthorised persons travelling on vehicles, and appointment of official repairers in the Area. In several of the roads and bridges improvements have been obtained as the result of representations made and the matters which were not satisfactorily disposed of by the Committee during the year are still in hand.

From 1st January, 1923, the Manchester Area of the Commercial Motor Users' Association adopted a fusion of interests with the Manchester Transport (Owners) Association, Ltd., simultaneously with the Amalgamated Horse & Motor Owners' Association, Ltd., for the South East Lancashire Area. The arrangements have operated very smoothly and met with general satisfaction from the whole of the membership. At the beginning of the year a very few horse owners resigned and three motor owners but the fusion scheme was the reason put forward by only one member.

As regards the membership for the year the total number of members in Manchester Area in 1922 was 213, whilst owing to the fusion scheme the membership was increased in the same Area to 444 at 31st December, 1923, giving a total increase of 231 members. This shows over 100 per cent. increase in membership and there has also been the same increase in income.

As regards the working of the scheme itself there has been a great saving of time to the officials and much greater efficiency in giving to the members the fullest possible service through the benefits of the Organization. It has also been found that the Local Authorities have been ready to confer on matters of interest and representations made on local matters have received prompt attention instead of, as formerly, waiting until two or three organizations had made representations upon the same matter. Another important advantage is the feeling of unanimity amongst vehicle owners generally, and the greater interest taken in the Organization. From the experience in the year the Officials and Committee in the Area strongly recommend the adoption of the scheme on a National basis as early as possible, and having regard to the fact that the details took three years to explore thoroughly, the other Areas in the country should apply themselves to careful consideration of the scheme in respect of their own Area. Nearly 500 firms have been registered for approach to accept membership as the result of propaganda during the year 1923 and it is hoped that something like half of these will be induced to accept membership during the year 1924. Having regard to the fact that during the year 1923 trade throughout the whole of Lancashire and Cheshire has been considerably depressed the result of the first year's working of the scheme is most satisfactory.

The Legal Defence Scheme has been used in connection with 121 summonses, and in addition many members have received free legal advice upon cases which it was inadvisable to defend. One case led to an appeal being carried from the Oakmere Petty Sessions to the Chester Quarter Sessions, a member having been fined for failing to give to the police information within his power, namely, the name of a driver employed by him. Although the member gave the name of the driver in charge he did not give the name of the second driver and therefore the appeal was dismissed.

The Report and Balance Sheet were adopted and passed unanimously, expressions of appreciation being paid to the services of the Secretary.

The following officers were elected:—Vice-Presidents: Mr. R. C. Reynolds, O.B.E., M.Inst.T.; Lt.-Col. Sir J. Nall, D.S.O., M.P., M.Inst.T.; Mr. L. Swain, and Mr. J. Faulkner. Hon. Treasurer: Mr. A. J. Green, Esq., A.M.Inst.T. Members of Committee: Messrs. N. E. Box, M.Inst.T., H. F. Chattel, J. Hancock, M.Inst.T., R. W. Royle, M.Inst.T., W. H. Burgess, A. N. Greg, E. F. Topham, F. Norman, H Hollingsworth, and A. Watkinson.

Members present strongly objected to the new water scheme in operation at Liverpool and the general opinion was that the price of 9d. per tank was far too high. The matter was referred to the Committee for consideration.

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Law Cases.

LIFT VANS AND TAXATION. IMPORTANT CASE.

A CASE of extreme importance to furniture removers and haulage contractors came before the South Shields magistrates on May 23rd last, the point at issue being one of whether a lift van constituted part of the unladen net weight of a commercial vehicle, for purposes of basing licence charges. The action was taken with a view to obtaining a definite ruling, and Mr. John Wm. Hodge, furniture remover and haulage contractor, of 16 Commercial Road, South Shields, appeared in answer to two summonses, the first charging him with having made an incorrect declaration with reference to the unladen weight of a motor vehicle when making application for a licence on January 11th; and the other, alleging that on February 9th he had used the lorry, for which a licence was not then in force, that issued to him on January 12th having become void as a result of an alteration made to the vehicle after the licence had been granted, which caused the vehicle to become one in respect of which duty at a higher rate than that paid by him, was necessary. The Town Clerk (Mr. J. Moore Hayton) prosecuted, and Mr. J. Robert Mac Donald, barrister, instructed by Messrs. Wm. Joynson-Hicks and Co., London, defended, on behalf of the Furniture Warehousemen and Removers' Association.

In opening the case Mr. Hayton said it was a test case with the object of obtaining a decision upon a point as to the weight for duty purposes of a commercial motor vehicle. The defendant was the owner of more than one vehicle, and the lorry in respect of which he was charged was used partly for carrying goods, and partly for furniture removal work. He first took out a licence in 1921, at which time he gave the unladen weight of the lorry as 3 tons, 15 cwts., the duty for which was £28 per annum. Last year the Finance Committee decided that all persons applying for licences for commercial vehicles must produce a weight ticket, showing the exact weight of each vehicle. Proceeding, he said it had been brought to the knowledge of the licensing authorities that certain furniture removers were using alternative bodies on their vehicles, and Mr. Hodge was informed that if he used an alternative body, the exact weight of the vehicle, and the body, must be ascertained for the purpose of the duty. Having taken advice, however, Mr. Hodge declined to do so, his contention being that the weight of the vehicle must be taken without the body, for that purpose.

Subsequently, by arrangement, he had his vehicle weighed, and produced a weight ticket at the Town Clerk's office, showing the weight to be 3 tons, 13 cwt., 36 lbs., and on February 9th, in accordance with the arrangement, the wagon was weighed with the body on it, and the net weight unladen was found to be 4 tons, 16 cwts., and the gross weight, 4 tons, 18 cwts., 3 qrs. The duty for over 4 tons, Mr. Hayton pointed out, was £30 per annum. Continuing, he said that Mr. Hodge had paid the correct duty on the assumption that the vehicle was under 4 tons, and that the alternative body should not be weighed along with it; but if the alternative body should be weighed then he had not paid the correct duty, because then the vehicle came to more than 4 tons. The point at issue was whether the alternative body was or was not part of the vehicle, and the case might be taken to a higher court.

In answer to Mr. MacDonald, the Town Clerk admitted that there was no suggestion of an attempt to defraud the Revenue.

The contention of Mr. MacDonald was that the structure in question was not an alternative body, but only a packing box or packing case, which was put on the original body of the lorry, and lifted off and placed on rail for further transit. He did not see how it could be referred to as an alternative body in the same way as that of a motor car which had a touring body, and a luggage body, which could be substituted for one another.

Defendant told the Bench that the "lift" van was made, in the first place, for a horse-drawn vehicle, and not for a motor, and Mr. Robert H. Foster, coach builder, of the South Shields Motor Works, who was called for the defence, said there were thousands of these "lift" vans in use in the country, and in his opinion they were not part of the vehicle.

The magistrates were unable to arrive at a decision, having failed to agree, and on announcing this after a retirement, Mr. MacDonald suggested that that was equivalent to a dismissal. The Clerk, however, stated that the case would be adjourned for re-hearing, and in the meantime the question involved is evoking great interest in local haulage circles.

TURNING WEEKLY SERVANTS INTO DAILY EMPLOYEES BY THE POSTING OF A NOTICE TO THAT EFFECT BAD IN LAW.

IN the Shoreditch County Court, before Judge Cluer, John Edward Bryant, of 31 De Beauvoir Square, Dalston, a carman, sued Messrs. G. Dingwall & Son, of 21-4 Gun Street, Bishopsgate, timber merchants and packing case makers, to recover £3, a week's wages, in lieu of notice. A sum of 10/- had been paid into Court. Mr. Wills appeared as counsel for the defence. The plaintiff said that for three months he was employed as a carman, and then was suddenly dismissed. Judge Cluer asked what for, whereupon Mr. Wills said that he was not contesting that the plaintiff was not entitled to something, as they had paid 10/- into Court, so that it was a question of whether he was rightly or wrongly dismissed, he contended he was not entitled to a week's notice. Plaintiff said he was engaged by the foreman at a salary of £3 a week. In cross examination he agreed that he sometimes went to the pay office, but he had not seen that there was a notice up that after September 7th, carmen and motor drivers would be considered daily servants, and could be discharged on one day's notice. Judge Cluer: The putting up of a notice is of no use. If he has been engaged by the week, you cannot alter a contract, any more than you can with your cook. You cannot engage her by the month, and then put up a notice that she is a daily servant, and expect her to abide by it. Mr. Wills: I will prove the putting up of the notice. Judge Cluer: But I say if engaged by the week it is nothing to do with it. Mr. Wills: Was not this notice made clear to you? Plaintiff: No, it certainly was not. Mr. Wills: My contention is that the notice ended a contract of weekly service, and thus after some little time it is brought to their notice that in future the notice will be daily, and from one week after that he is a daily servant. Judge Cluer: Then I cannot agree with you. If he is engaged by the week, he is entitled to say "I am going to have a week." There will have to be judgment for the plaintiff for £3, and costs.

DUNLOP MOTOR TYRES PERFECT.

IN the Bow County Court, before Judge Snagge, Messrs. Koski & Noble, of 124 Bow Road, E., motor tyre manufacturers, sued Messrs. J. Hawkesby & Co., of 17 Skidmore Street, E., motor haulage contractors, to recover £7/10/-, for six Dunlop solid motor lorry tyres supplied.

Mr. Wyles appeared for the plaintiffs, and said the defendants had been supplied with motor tyres before this lot, but had had some trouble with them, so it was agreed they should have these six at the cheap rate of £7/10/-, instead of £9, the correct price. They were sold under the usual Dunlop guarantee of six months, and to carry nine tons, including the lorry. So far as he, Mr. Wyles, now gathered the defendants suggested that the tyres had failed to last the six months. Defendant: Oh, no, the Dunlop tyres are perfect. The defendant said his case was that he had a couple of second-hand tyres off the plaintiffs, but they went wrong, so he purchased another lot, which the plaintiff recommended, not Dunlop's as they said they hadn't any then. These, however, did not last the guaranteed six months, as in less than three months, not little pieces but great lumps were coming out of the rubber tyres. He complained to the plaintiffs, and it was then that the Dunlop tyres were fitted, which as he said were perfect, had given every satisfaction, and were likely to last far ahead of the guaranteed time. All the same his point was that these Dunlop tyres were fitted free by the plaintiff to recompense for the others that went wrong, and if he had to pay for them, then he would like to counterclaim for the tyres that went wrong.

Judge Snagge: Whatever may have been wrong with the other tyres we are dealing only with the Dunlops now.

Defendant: Oh, they have gone splendid, but I was under the impression they were put on to finish the original six months' guarantee.

Plaintiff: Really he has been paid by getting the Dunlop tyres at the cheap rate.

Judge Snagge said he had only to deal with the Dunlop's, which were said to have admirably carried out all they were guaranteed to do, and under the circumstances, the defendant must pay for them, and if he had an action as to the other tyres, he must bring it. He advised the defendant if he bought tyres under a guarantee to see what the guarantee was in future. There would be judgment for the plaintiffs for £7/10/- and costs.

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AN UNUSUAL ALLEGATION OF LIABILITY.

An effort to make a master painter liable under unusual circumstances, failed in the Bow County Court, before Judge Snagge. The plaintiff was Mr. W. H. Keleher, of Church Lane, Walthamstow, a master coach and motor painter, and he sued Messrs. Dutch & Little, of 871, 873 and 877 Forest Road, Walthamstow, job masters and automobile engineers, to recover £5/10/- for painting a Durrant motor car, in grey. There was a counter-claim for £35 damages, it being alleged that after painting the car, the plaintiff exposed it to the open for weeks, with the result that it so much deteriorated, that when they sold it they only realised £130, as against £165, the listed price, which they would have otherwise obtained. Mr. Hockman appeared as counsel for the plaintiff, and Mr. W. Higgins, for the defence. Counsel in opening said the plaintiff was a master painter, not a garage proprietor, and it was most important that that point should be borne in mind. A Durrant car was brought to be painted, and arranged to be finished in a week, and was finished, very early in December. It was not fetched away, however, so towards the end of December, plaintiff wrote to the defendants, and told them that in the new year, he would have to put it in the yard. He received no reply to this letter, and as a matter of fact, it was alleged it was never received. He asked to be allowed to send it round, but Mr. Little would not allow it. A Wolseley car was brought round in the February, to be done, and the grey car was pointed out but it was not taken away. Defendant saw it several times, and apparently made no demur about it being in the open. It was taken away on the 8th March, and when a claim was made for the painting, the counterclaim for £35 was immediately filed. Mr. Higgins said he would admit that the painting had been done, but alleged damage had been done to the paint since. Mr. Keleher was then called, and said it was first asked that the car should be painted maroon, but subsequently he was told not to proceed with the colouring, as the customer was undecided. About a week after, he was ordered to paint it grey, and he did so. It was ready at the end of November, and he told defendants so by letter. They said they could not spare a driver. He offered to get one, but they said they would not allow strange drivers on their cars. It was then that he said he could not spare the space in the painting shop, as cars were constantly in and out, and he wanted the space. He told them he should put it in the open in the new year, and Little must have seen it there up to taking it away on the 8th March. In the first place a cover was put over it, but the wind blew it off. He did not trouble to put it back, as he was so disgusted at them leaving it there. It certainly would be detrimental to the paint to leave it in the open. In cross-examination, he said the defendants well knew that he had a constant stream of cars, in and out, and could not spare the room in his shop. He thought that by leaving it in the open, they would take it away. All their painting work was done quickly, and the cars were then taken away. He sent in a bill for three weeks' garaging, at 7/6 per week, hoping that would cause them to remove it, but it had no effect. He was not claiming for that now. If you employed coach painters, you needed room for them, and it was the custom that as soon as a car was finished, it was got out of the way. It would only be the paint that would suffer from exposure. He denied that it would rust. Two witnesses were called who said they were present when Little saw the car in the open. For the defence, Mr. Louis Little, said he saw the car in the open for the first time, when he took the Wolseley car away in February. It was then in the open with no cover of any kind. He said at the time, that it was up to them to look after it while it was on their premises. They quite expected to have to pay garage fees, while it was in the plaintiffs possession, and in return, expected reasonable care to be taken of it. Mr. Hockman: I agree it is not reasonable to garage it in the open. Judge Snagge: I don't think anyone will dissent from that. He denied that he ever got a letter saying that it would be put out in the open, if it were not taken away. When he did remove it, the engine was rusty. When they took it over from the makers, the price was £198, and they eventually sold it for £130. There had been a drop in the price in the meanwhile, and the list price, at the time of sale was £165. The car could not be sold as a new one in the condition it was, owing to the paint, but he ought to have been able to do so. If the rust had been covered over with paint, it would come through in time, and therefore, no honest firm would sell it as a new car. It was sold as shop soiled. Mr. Higgins submitted that the plaintiff had acted negligently in not looking after the car after it had been painted. It was obviously wrong to put a newly painted car in the open, in the snow and inclement weather, such as we had in the winter. In giving judgment, Judge Snagge said that it had to be borne in mind that the plaintiff was a coach painter, and not a garage proprietor. There was also another very important point, the contract was that the painting work should be carried out as expeditiously as possible. The plaintiff contended that he had no room for cars after they were painted, and it was usual for them to be removed at once. There seemed some doubt as to when the car was put into the open, and therefore the defendants might have suffered some slight damage, and therefore, he would award them 30/- on their counterclaim, whilst the plaintiffs were entitled to recover the £5/10/ on their claim. Mr. Hockman then pointed out that it had been quite clearly made out in the evidence, that notice was given to the defendants, that the car would not be put in the open until the January, and it was not done until then. Judge Snagge said he had overlooked this point, and his judgment would therefore be for the plaintiffs for the £5/10/-, and he would allow the defendants nothing on their counterclaim. A long discussion then followed as to the costs on the counterclaim and Mr. Hockman pointed out that if His Honour did not grant the plaintiff costs on the £35 counterclaim, he would have to pay out something like £20 in costs in resisting that claim, counsels fees, etc., as counsel would not have been necessary on the original simple claim of £5/10/-. Judge Snagge considered the matter during the luncheon adjournment, and eventually awarded the plaintiff costs on the claim and the counterclaim.

IMPROPER USE OF TRADE VANS.

At Alfreton Police Court the Derbyshire County Council took proceedings against local business men for the improper use of motor vehicles. Robert Else Marsh, a Swanwick butcher, was found at Stretton, just after midnight, on March 23rd, with his father in the van. P.C. Hirst said that defendant excused himself by saying that he had been delivering meat and had made a private call.

Marsh said he thought it would not be wrong, after delivering meat, to give a call upon some private business for his father. He had used the van for the whole of his business.

Mr. Skinner said there was a wrong impression abroad in regard to these vans. They could only be used for delivering goods.

The defendant was fined £1/2/6.

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The Royal Agricultural Show, Leicester.

THE Royal Agricultural Society of England's Show is to be held this year at Leicester, from Tuesday, July 1st to **Saturday, July 5th.** We give below brief descriptions of some of the exhibits compiled from particulars sent us by the various firms:—

W. & T. Avery, Ltd., Soho Foundry, Birmingham. Stand No. 118. Weighing machinery for a variety of purposes.

Charles Burrell & Sons, Ltd., St. Nicholas Works, Thetford, Norfolk. Stand No. 97. There will be four exhibits: (1) a 5 h.p. road locomotive fitted with double crank compound cylinders mounted on springs fore and aft; three speeds are fitted for travelling, and there is an extra tank under the barrel of the boiler; it has a loose winding drum with 75 yards of wire rope, and other usual fittings. (2) a 7-ton tractor which has been designed to comply with the revised laws of the Heavy Motor Car Act; it is fitted with a double crank compound engine, springs fore and aft, extra tank under barrel of boiler and three speeds. (3) a 5 h.p. general purpose traction engine with double crank compound cylinders and (4) a 7 h.p. general purpose single cylinder traction engine.

Clayton & Shuttleworth, Ltd., Lincoln. Stand No. 119. The following are the proposed exhibits: (1) A 7 nominal h.p. single cylinder traction engine with a winding drum and 50 yards of steel wire rope. (2) An 8 nominal h.p. single cylinder portable steam engine constructed for 120 lbs. working pressure. (3) A 10-ton single cylinder road roller. (4) Crude oil engines of 35,20 and 10 b.h.p. (5) Two 54-inch large size finishing thrashing machines, and (6) a 6-ton undertype steam wagon mounted on rubber tyred wheels.

Drummond Bros., Ltd., Guildford. Stand No. 143. (1) A "Willing Worker" 3 b.h.p. engine. (2) A complete logging saw outfit including a 3 b.h.p. "Willing Worker" petrol engine. (3) A complete "Willing Worker" drag saw outfit with engine arranged on transport trolley. (4) "Willing Worker" duplex force pump. (5) 20-in. circular saw bench with guide. (6) 10-in. "Willing Worker" lawn mower.

Eagle Engineering Co., Ltd., Eagle Works, Warwick. Stand Nos. 156, 418, 193. Eagle trailers which have become so very popular will no doubt be the most interesting exhibits as far as our readers are concerned. There will be four of these vehicles, as follows: A two-wheel 5-ton end-tipping trailer with castor wheels, a two-wheel 3½-ton trailer with side tip body, a three-way tip trailer and a turntable all-steel trailer chassis. Other exhibits will include various oil engines from 2½ to 7 b.h.p., a stone dressing machine, sets of tipping gear, farm carts and a sleeping van.

Fodens, Ltd., Sandbach, Cheshire. Stand No. 187. The firm propose to exhibit one 6-ton wagon with chain side brewers body, one 6-ton wagon with fixed sides, suitable for millers' work, and one of the firm's 4-5-ton steel frame trailers for use in conjunction with the latter wagon. These wagons will have the firm's usual overtype engine and both of them are repeat orders from customers who have used both 5 and 6-ton Foden wagons for some years.

W. Goodyear & Sons, Ltd., Dudley. Stand No. 27. This firm specialise in industrial trucks and trolleys suitable for all purposes and, as usual, will be showing a comprehensive range; they will also be showing the "Greenbat" industrial electric truck.

E. Ernest Keighley & Co., Ltd., "Yorkshire" Cake Mills, Hull. Stand No. 359. This firm will be exhibiting their patent "Vermerad" machine which can be fixed to any vehicle, cart, or steam wagon and is operated by the rear wheel of such vehicle. Its purpose is to distribute or spray anything fed into it over either agricultural land, or upon roads, and we understand it is at present in use by several Corporations for putting sand and grit upon slippery roads, or on tar dressed roads. It was awarded the Silver Medal for new implements at the Yorkshire County Show last year.

Mann's Patent Steam Cart and Wagon Co., Ltd., Pepper Road Works, Hunslet, Leeds. Stand No. 159. The firm inform us that they expect to exhibit a 6-ton steam wagon, overtype pattern, with the engine on top of the boiler and a chain drive, and probably fitted with tipping gear, power operated. They will also probably exhibit a chassis of their new design fast speed undertype wagon with a double high pressure engine running in an oil bath and driven by a propeller shaft to the back axle. The wagon will have a change speed gear and both engine and transmission will be running in oil baths.

Marshall, Sons & Co., Ltd., Britannia Ironworks, Gainsborough. Stand No. 90. The exhibit will be as follows: (1) Steam road rollers of nominal weights, 8 and 10-tons, with piston valves and radial valve gears. New type road wheels each with spokes and hub in one steel casting. (2) A portable steam engine, single cylinder. (3) A compound steam tractor with radial valve gear specially designed for general haulage purposes and for conversion into a light road roller. (4) A Marshall 7 n.h.p. single cylinder traction engine for agricultural purposes. (5) A group of oil engines and thrashing machines

Merryweather & Sons, Ltd., Greenwich Road, London, S.E.10. Stand No. 450. As for many years past the Fire Protection of the above Show which opens at Leicester, on July 1st, will be in charge of Merryweather & Sons, Ltd., who will have at the fire station on the Show ground one of their "Hatfield" motor fire engines as supplied to H.M. The King, and a "Hatfield" trailer fire pump for towing at the rear of an automobile. This firm's exhibits will also include power and hand-worked spraying machines, portable hand fire-extinguishers, including the famous "Konus Kemik" and "Fire Suds" machines, garden hose and watering appliances.

J. H. Peck & Co., Ltd., Wallgate, Wigan. Stand No. 326. Waterproof covers of all kinds both black oil dressed and chemically proofed in all shades. There will also be a specially heavy chemically proofed Flax cover which is also fireproof and of special interest to the motor carrying trade. Various motor oils graded for all kinds of vehicles and motor cars; coal bags, plain, tarred and roped; fireproof ash bags and an assortment of waterproof coats.

Ransomes, Sims & Jefferies, Ltd., Orwell Works, Ipswich. Stand Nos. 133 and 423. A 10 b.h.p. direct current agricultural motor (electric) mounted on wheels and a 20 b.h.p. motor for industrial work. A 7 n.h.p. single cylinder traction engine and a 6 n.h.p. compound traction engine. A Ransome 6-ton steam wagon fitted with patent boiler, three speeds and solid rubber tyres and an hydraulic three-way tipping gear and body. A 5-ton trailer with solid rubber tyres. There will also be a "Wizard" paraffin oil engine and agricultural machinery of various descriptions. On Stand No. 423 there will be a selection of Ransome lawn mowers.

Ruston & Hornsby, Ltd., Lincoln. Stand No. 120. Petrol paraffin engines, pumping plant, lighting sets, pumps, gas engines, oil engines, oil locomotives, a tractor (British Wallis), a motor road roller, clover huller, thrashing machines, a traction engine, a trusser, a binder, a mower, a drill, and a tractor plough.

The "Sentinel" Waggon Works (1920). Ltd., Shrewsbury. Stand No. 161. The following "Super-Sentinel" models will be shown: a three-way tipper, a six wheeler, a passenger bus and a portable engine. We commend the attention of our readers to the passenger-bus which we believe will be the only steam vehicle in the Show equipped for passenger work and is the only one of this description at present being manufactured in Great Britain.

Shell-Mex, Ltd., Shell Corner, Kingsway, London, W.C.2. Stand No. 252. The Shell Pavilion as usual will be a source of attraction. It will be electrically illuminated and contain interesting moving models, also Shell petrol can, oil cans, drums, pumps and garage bench with tools all in miniature as presented for the Queen's Dolls' House garage. There will be models showing highways made with Mexphalte or sprayed with Spramex. There will be a water tank in which there will be gold fish, the intention being to demonstrate how harmless Mexphalte (lumps of which will be placed in the tank) is to fish life. Of course the new Super Shell oils will be well in evidence at the Pavilion.

H. C. Slingsby, 89 Kingsway, London, W.C.2. Stand No. 279 Mr. Slingsby describes himself as the first international truck builder and he will be showing a very wide range of these products including the sliding wheel truck, "Collron" sack trucks, a large assortment of extension ladders, wheel barrows, delivery trucks for tradespeople, swivel castor jacktrucks, jacklift master trucks and other elevating trucks. Automatic electric trucks, elevators and other useful lines.

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W. Tasker & Sons, Ltd., Waterloo Iron Works, Andover, Hants. Stand No. 136. The exhibit will include (1) A 5-6-ton ton steam wagon, with end-tipping body, mounted on rubber tyres. (2) A B2 "Little Giant" steam tractor with Hoare's patent chain drive. (3) A 6½-ton Tandem roller, the rollers being of equal weight and diameter specially designed for modern road construction and bitumen road surfacing. (4) A thrashing machine. (5) A County Council watercart and (6) A 5-ton trailer.

Wallis & Steevens, Ltd., Basingstoke. Stand No. 157. There will be staged a 7 h.p. general purpose spring-mounted traction engine fitted with two speeds and differential gear. A 180-gallon water cart, a surface gritter and an "Advance" steam roller, the latter being the new type, specially designed for modern road requirements, with quick reverse.

W. H. Willcox & Co., Ltd., 38 Southwark Street, London, S.E.1. Stand No. 75. This old established firm of manufacturers, merchants and shippers, will exhibit a very wide range of engineers' stores such as Penberthy injectors for traction and portable engines and for steam wagons and road rollers; wire-bound hose for water lifts for all types of road vehicles, also unions and hose fittings; semi-rotary pumps, double or quadruple acting, for water carts. Boiler washout pumps. Lubricating oils including cylinder, lard, neatsfoot, bench, engine, gas engine and other machine oils, and "Fiske" lubricating greases. Leather belting including best English Oak bark tanned, hand sewn, also cotton, hair, balata, rubber and raw hide belts, also Willcox's special "Balatite." Packings and jointings of all descriptions including the patent "Cork Core" hydraulic packing, "Jointite" for all classes of joints, Taylor joint rings, special packings for steam wagons, lubricators, including the "Manzel." Asbestos millboard and engine fittings and boiler mountings of all descriptions. Engineers' sundries, such as belt fasteners, cotton waste, gauge glasses, oil feeders, boiler coverings, and various machine tools.

The following firms will be exhibiting, but at the time of going to press have not sent particulars:

William Allchin, Ltd., Globe Works, Northampton, Stand No 162. Anglo-American Oil Co., Ltd., 36 Queen Anne's Gate, London, S.W.1, Stand No. 274. Aveling & Porter, Ltd., Rochester, Stand No. 89. British Petroleum Co., Ltd., 22 Fenchurch Street, London, E.C., Stand No. 251. Dennis Bros., Ltd., Guildford, Stand No. 134. Wm. Foster & Co., Ltd., Lincoln, Stand No. 103. John Fowler & Co. (Leeds), Ltd., Steam Plough and Locomotive Works, Leeds, Stand No. 88. Richard Garrett & Sons, Ltd., Aldwych House, Aldwych, London, W.C.2, Stand No. 96. Gray Horseshoe Pad Co., Ltd., 13 and 14 Suffolk Street, Birmingham, Stand No. 407. International Harvester Co., (Great Britain), Ltd., 80 Finsbury Pavement, London, E.C.2, Stand No. 138. A. A. Jones & Shipman, Ltd., East Park Road, Leicester, Stand No. 275. J. & H. McLaren, Ltd., Midland Engine Works, Leeds, Stand No. 104. North British Rubber Co., Ltd., North British House, 204 Tottenham Court Road, London, W.1, Stand No. 211. Ruberoid Co., Ltd., Lincoln House, 296-302 High Holborn, London, W.C.1, Stand No. 32. Singleton, Flint & Co., Newland Works, Lincoln, Stand No. 62. Vacuum Oil Co., Ltd., Caxton House, Westminster, London, S.W.1, Stand No. 177. Yorkshire Patent Steam Wagon Co., Pepper Road, Hunslet, Leeds, Stand No. 158.

Society of Motor Manufacturers and Traders, Limited.

Annual General Meeting.

THE Twenty-second Annual General Meeting of the Society was held at 83 Pall Mall, S.W.1, on Thursday, May 15th, 1924, and was attended by an exceptionally large number of members.

The President, in moving the adoption of the Report for the year 1923, stated that the year would be noteworthy owing to the fact that it was the 21st Anniversary of the Society, and that for the first time since the war it had been possible to again hold the Car Exhibition under one roof.

The thanks of the Society and its members were due to Sir Alfred Mays-Smith for successfully carrying through the negotiations, during his year of office, for the magnificent extension to Olympia.

The President referred to the arrangements in connection with the collective automobile exhibit at the British Empire Exhibition, which had entailed exceptional labour and responsibility on the various Committees of the Society.

The arrangements during the Presidency of Colonel J. A. Cole for the publication through the Institution of Automobile Engineers of Provisional Standards, had already met with considerable success, and the work of this Department which was continuing to grow has been one direction in which the Society could help towards the reduction in production costs.

The preparation of the new register of the Motor Trade, for which Col. Cole was also responsible was on somewhat new lines, and the Society had collaborated closely with the Motor Agents' Association and the Scottish Motor Trade Association in the completion of the Register, for which there has already been an exceptional demand.

Reference was made to the constitution of the Society, and to the various agreements under which certain matters affecting British chassis manufacturers and the concessionaires of foreign cars were dealt with by separate organisations, the Society, acting under its Memorandum of Association on matters which were of general interest to every branch of the industry.

Colonel Sealy Clarke seconded the adoption of the Report, which was unanimously adopted.

Car and General Insurance Corporation, Limited.

THE Twentieth Annual General Meeting of the Car and General Insurance Corporation, Limited, was held at 83 Pall Mall, on the 22nd May, 1924.

The Chairman, in submitting the Accounts, said:

The past year was one of the most prosperous in the history of the Corporation. The net premium income for the year amounted to £746,848, being an increase of £42,946 over that of the previous year.

Claims paid amounted to £335,234, and the sum of £149,750 was reserved to meet outstanding claims. The Commission and Expenses of Management amounted to £322,711. The net result was the satisfactory profit of £78,483/15/4.

It is pleasant to be able to report that all Departments of our business have contributed to this result. Although the larger proportion of our premium income is still obtained from Motor Insurance a considerable income is gradually being built up in the other important branches of Insurance business.

There was, as expected, having regard to the state of the trade of the country, a considerable drop in our Workmen's Compensation Act premiums, which amounted to £73,192 as against £95,715 last year, the profit being £24,323 as compared with £30,577 last year. It is to be feared that a considerable falling off in the profits of this Department must be expected in the future, as we, in common with all other first-class offices, have entered into an arrangement under which we have agreed to transact the business at what is very little more than cost price.

Our Fire premium income amounted to £92,795 and produced a profit of £13,750. In this connection it is desirable to remind the shareholders and connections of the Corporation that we are anxious to push this class of business and would be glad of their support.

Our Marine business is small, amounting only to £39,298 per annum, but showed the satisfactory profit of £12,287.

The General Account, which includes Motor business, produced a premium income of £530,401 as compared with £478,947 in 1922, practically the whole of this income being derived from home business. The profit was £39,431 as against £44,136 last year. The situation with regard to Motor Insurance in this country is not by any means free from anxiety. Our experience proves that there is a growing and serious increase both in the number and amount of the claims, due, no doubt, to a large extent to the increasing congestion of traffic on the roads. The feature, however, which causes us the greatest anxiety is that the increase in our business comes from small low powered cars which for some time past have not been a profitable part of our operations. It has been obvious for some time that the rates charged for these low powered cars are inadequate. It is an interesting fact that the claims cost of such a car is very little less than it is in the case of a more powerful and expensive car. There are many reasons which will suggest themselves to you why this should be the case, and, as this type of car is growing so rapidly in popularity, owners will, I fear, have to be prepared for an increase in the premiums they are paying, before very long.

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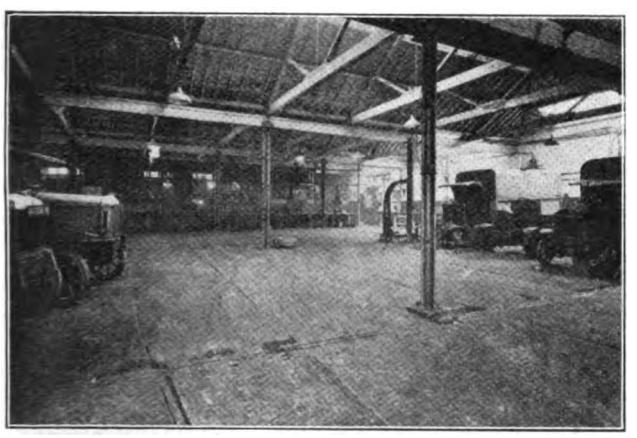
Coventon's Scammells.

WE recently called on Coventon's, Ltd., at their garage, 112a Junction Road, Upper Holloway, London, N.19, on the invitation of Mr. J. Coventon Moth, who kindly showed us round the garage and repair shops and gave us some particulars of the transport service the firm is running with a fleet of no less than 21 Scammell six-wheelers fitted with insulated box van bodies. These Scammell six-wheelers have now been in the firm's service for just upon two years and they are used on contract work running from London to practically every provincial area within 150 miles of London. Mr. Moth spoke most highly of their entire trustworthiness and said that during the whole time they have been running there had not been

ONE OF COVENTON'S 12-TON SCAMMELLS WITH INSULATED BODY.

a single serious breakdown and he had always been able to deliver the goods on time.

The firm is fortunate in having an arrangement with a very large firm of provision merchants and importers whereby they do all the delivery work for them, so that Messrs. Coventon's have the whole of their fleet in continual full employment. They are open for return loads but as the main desideratum is to give entire satisfaction to the firm providing the principal part of their business, they do not allow themselves to be diverted from their main purpose by other considerations, therefore return journey loads must not in any way disturb their schedule journey time-table. Mr. Moth says that generally speaking they do not adopt what is known as the



A VIEW OF THE COVENTON GARAGE.

return load business, at the same time those desirous of making use of the lorries, if they reside in the districts where the lorries operate, should get in touch with the firm.

The service is practically continuous, that is to say, work continues throughout the seven days of the week but the working schedule is so arranged that each lorry has one day a week in the garage when it is thoroughly cleaned and adjustments made where necessary. By this careful attention the firm contend they will be able to defer a general overhaul indefinitely.

With regard to running costs: as the mileage is very considerable (approximately 400 miles per week average, per vehicle) the standing charges are correspondingly small per vehicle mile. Petrol consumption with the 10/12-ton vehicle works out at between 4-5 miles per gallon and on the whole they find the operating charges exceed but by very little those for operating a 4/5-ton wagon; obviously then, when 10/12-ton loads are available economical transport is the result.

The garage has ample room for standing the whole fleet under cover on a good hard paved floor.

A Bowser bulk storage petrol plant is installed and its capacity is about 2,000 gallons; there is also a Bowser lubricating oil battery. The stores contain a full range of spares and the repair shops are fitted with suitable machinery for carrying out general repair work.

Motor Hirers' Association.

A MEETING of the Executive Committee was held at the temporary offices of the Association, 12 Spring Street, Paddington, W., on Thursday, the 8th May, 1924.

The Minutes of the last Meeting having been circulated were agreed as read.

The question of a Badge to be issued to Members of the Association was considered, and sketches received were inspected. *Resolved* that further sketches be obtained and submitted at the next meeting.

DIVISIONAL SECRETARIES.—This matter was considered, and the Hon. Secretary stated that supplies of stationery had now been sent to all the Divisional Secretaries who had agreed to act on behalf of the Association.

The Hon. Secretary gave the figures of the existing membership, and stated that 42 new members had joined the Association since the last meeting. These Applications were scrutinised and passed by the Committee.

MEMBERSHIP APPLICATION FORMS, ETC.—The Hon. Secretary was authorised to place orders for Application Forms (as altered, submitted and approved) and books of Rules and Objects of the Association.

HON. SECRETARY'S VISIT TO WEST COUNTRY. — The Hon. Secretary reported that he had recently visited two or three of the Divisional Secretaries in the West Country all of whom had promised their support. He further reported having interviewed a very influential Association on the South Coast, and asked the Committee to consider the question of accepting this Association by affiliation. *Resolved* that the Committee approve of arrangements of this kind, and that affiliation of provincial associations with this Association be agreed, the basis of subscription to be three guineas for 25 members, and five guineas for 25 and up to 50 members.

LOCAL DEFENCE.—A letter received from one of the Divisional Secretaries asking for similar arrangements in this matter as was made by the Motor Trade Association, was considered. *Resolved* that the Hon. Secretary make full enquiries and reply to the Divisional Secretary.

IMPORT DUTIES ON MOTOR VEHICLES.—*Resolved* and agreed that the Hon. Secretary write a strong letter to the Chancellor of the Exchequer pointing out the position of the Hirer should these Duties be removed.

Mansion House Association on Railway and Canal Traffic.

THE Forty-third Annual Meeting of the Mansion House Association on Railway and Canal Traffic was held at the Registered Offices of the Association, 96 and 98 Victoria Street, Westminster, on Monday, 26th May, Sir Herbert Matthews, President, in the Chair.

The Report of the Executive Committee and the Auditors' Statement of Accounts for the year 1923 were approved and adopted, and the President, Vice-Presidents, Council, Parliamentary, Executive and General Purposes Committees were re-elected. Mr. John M. Fells, C.B.E., F.S.A.A., and Mr. A. J. Malacrida, A.M.Inst.T., were elected Vice-Presidents, and Mr. R. E. Morley, M.Inst.T. (a Vice-President) Chairman of Committees.

Since its foundation the Association has been closely identified with legislation on all transport matters, and is at present engaged, in conjunction with the Traders Co-Ordinating Committee on Railway Rates and Charges (of which it is a constituent member) in regard to the Railway Inquiry now before the Rates Tribunal, and for some time past has also been in close co-operation with the Traders Co-Ordinating Committee on Dock Charges (of which body it is also a constituent member), and as a result of long negotiations between that Committee and the various Dock and Harbour Undertakings (both railway owned and non-railway owned) a satisfactory settlement has been reached which gives traders and shippers all that they can reasonably require. The Association is also making every effort to promote and protect the interests of traders in regard to transport questions generally.

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Motor Notes.

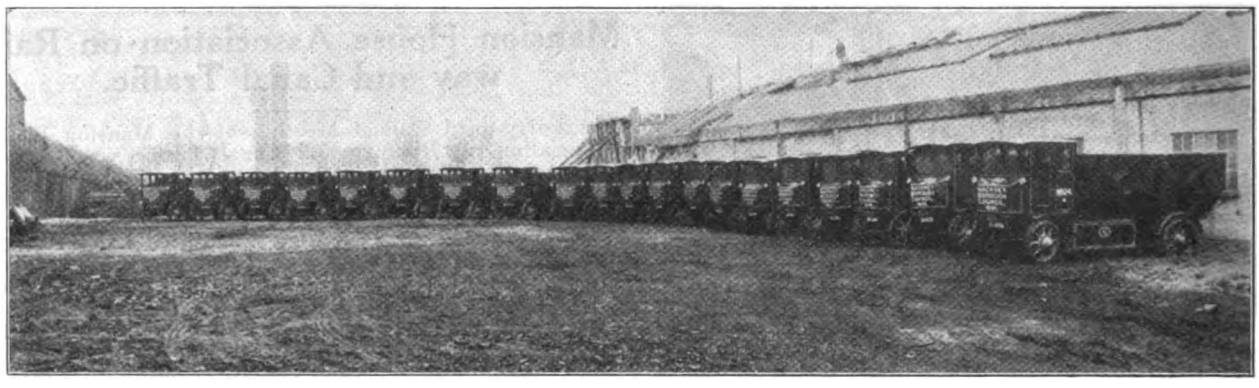
Hydraulic Presses.—Hollings & Guest, Ltd., Thimble Mill Lane, Birmingham, announce that they are experiencing an increased demand for their hydraulic presses and pumps for the Continent, several French, Belgian and Swiss firms having recently placed orders with them for hydraulic machinery. The firm also have a large number of presses and pumps going through the works for use at home or in the Colonies.

A "Commer Car" for Scotland. — Our photograph shows the "Commer" bus 3.P type the first of three being built to the order of Ayr and District Motor Services, in Scotland. This firm have on previous occasions purchased no fewer than twenty-two passenger-carrying "Commers" and have, therefore, had ample experience of the consistent and economical service rendered by this make of vehicle.

ONE OF A FLEET OF 22 COMMER CARS FOR THE AYR & DISTRICT MOTOR SERVICES.

Ferodo Spring Interleaving.—We would once more remind our readers of the advantage there is in increasing the resiliency of their springs by fitting Ferodo spring interleaving. The interleaving provides just the degree of frictional resistance to prevent unpleasant bouncing and at the same time it preserves the springs. Applications for particulars should be made to Ferodo, Ltd., Chapel-en-le-Frith.

Garrett Electrics. — The photograph here reproduced shows 20 Garrett electric vehicles which have just been put into service with the Metropolitan Borough of Hackney.



HACKNEY BOROUGH'S IMPOSING FLEET OF GARRETT ELECTRICS.

Melting Pots for Antifriction Metals.—The Phosphor Bronze Co., Ltd., 87, 89 and 91 Sumner Street, London, S.E.1, announce that, for the convenience of their motor customers who use their well known brand "Vulcan" A.1. white antifriction metal and "Ibis" copper hardened white metal, for lining bushes and bearings, they are prepared to supply small melting pots plainly marked so that the alloy will not be mixed with other metals and they will be pleased to forward one of these pots with an order for 56 lbs. of either or both of the above metals.

Albion Orders.—The Albion works continue to be well supplied with orders. The following are some of the more recent ones: a 24 h.p 30-cwt. subsidy type for the Aylesbury Dairy Co., Ltd., a 24 h.p. 30-cwt. subsidy type chassis fitted out as a four section tower wagon for the Glasgow Corporation. A 30-cwt. 24 h.p. subsidy type for the Post Office Stores Department, Glasgow, a similar chassis for Messrs. Hedges & Butler, Ltd., fitted with a suitable body for the transport of wine in bottles. A similar vehicle for Messrs. Chas. Macintosh & Co., Ltd., Manchester. Six 24 h.p. 30-cwt. subsidy type open lorries supplied to the War Department. A 30-cwt. tilt van supplied to Messrs. Spiers & Pond, Ltd., (London & Westminster Stores, Ltd.), A 30-cwt. Albion box van for Messrs. Oxo, Ltd., a 2-ton hydraulic tipping wagon supplied to the Otago Harbour Board, New Zealand, a 30-cwt. delivery van to Messrs. Swallow & Ariell, of Australia, and finally a 32 h.p. 550-gallon water tank supplied to Messrs. S. Pearson & Son for service in the Sudan. The last vehicle is fitted with a paraffin carburetter. This is one of several which has been sent out to the Sudan for this firm.

A 24-H.P. 30-CWT. ALBION FOR THE AYLESBURY DAIRY CO., LTD.

The New Motoring Game.—We have received from Messrs. Leyland Motors, Ltd., the well-known makers of the Leyland commercial steam and petrol vehicles, a new and very fascinating game called "Trojana." This clever game has been invented by Mr. E. E. Nicholson, the Publicity Manager, to popularize still further the Trojan Car which has already attained a great measure of success.

"Cobaltcrom" Valves.—"Cobaltcrom" valves are supplied by the Dura Manufacturing Co., Ltd., 150 Edmund Street, Birmingham. These valves are made of a special cobalt-steel alloy, which, we understand, renders them totally immune from pitting, bending and scaling and they are of unusual hardness and durability. It is stated also that these valves are particularly suitable for heavy lorry work and under normal circumstances they will do at least 40,000 miles without attention, which we are informed is an actual performance on a London bus.

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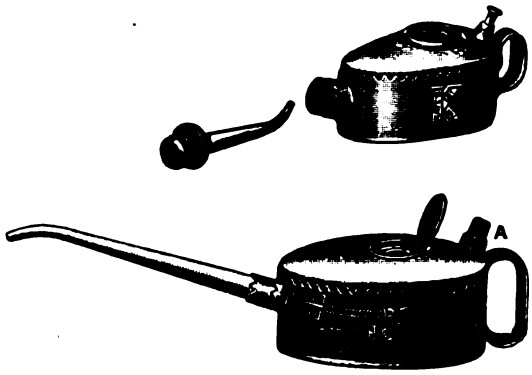
"K's" Oil Cans.—The War Office has recently placed a new contract for 2,400 K's patent valve oil feeders for the use of mechanical transport R.A.S.C. Joseph Kaye & Sons, Ltd., Lock Works, Leeds, have sent us a sample can as supplied to the Government. It is the same pattern as used by the Admiralty for whom the firm has a large number on order. Kaye's oil cans have been supplied to the Admiralty yearly for the past 21 years' during which period they have supplied over 170,000 to the Admiralty alone, 70,000 being supplied during the war as well as a large number of spare spouts. All these valve oil feeders are fitted with detachable and interchangeable spouts. The spout is practically seamless as it is double wrapped by a special process. The body of the oil can is serrated which gives a much stronger soldering joint than obtained in other types of oil feeders. The handle is of solid steel and is rivetted to the body. The "K" oil cans



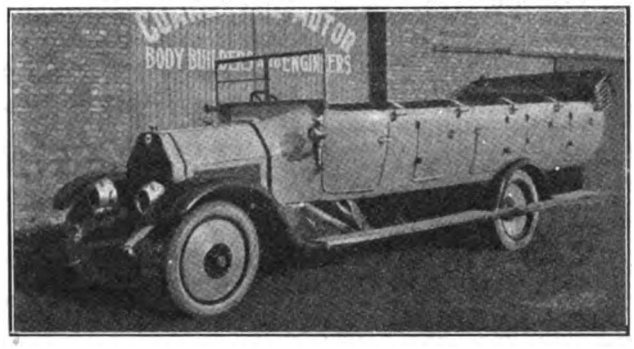
KAYE'S OIL CANS WITH DETACHABLE SPOUTS.

of the valve pattern contain a filter which not only prevents waste matter from choking up the spout but also minimises the possibility of grit passing through to the bearings. All genuine "K" oil feeders bear the letter "K." A great advantage in the interchangeable spout pattern of oil feeder is that long spouts may be readily fitted or new spouts to replace damaged ones. The thumb-buttons of these oil cans cannot be broken off as they do not depend upon soldering. It is a great improvement over the ordinary oil can. Those interested should make application to the firm for the fully illustrated catalogue showing a very large variety of cans, oil pumps and steel corrugated oil bottles as well as various other useful articles.

25-cwt. Guys and the War Office.—The War Office recently carried out extensive tests on the 25-cwt. "Guy" and other vehicles with the result that the "Guy" vehicle obtained 100 per cent. marks and Messrs. Guy Motors were favoured with a large contract. The photograph shows a batch of 40 of these chassis before despatch to the War Office.

40 GUYS FOR THE WAR OFFICE.

Chains for Conveyors.—Hans Renold, Ltd., Burnage Works, Didsbury, Manchester, have lately introduced a new series of chains which they have patented, known as the "Hollow Stud Type for Conveying and Elevating Purposes and Slow Speed Driving." This new product is undoubtedly in reply to the rapidly increasing demand for conveyor plants and the recognised necessity there is for improvement with regard to the component parts of the machinery which transport the buckets or receptacles. Hans Renold have produced a new catalogue or rather book with a title "Chains for Conveying and Elevating Machinery" in which the new series of chains are fully described and illustrated. The sizes being made are capable of replacing the most commonly used sizes of "Ewarts," "Gray's," "Pintle" and other types. In their introduction chapter the makers, after considering the requirements for this type of chain, state that the design requirements of such a chain may be set out briefly, as follows: (a) Speed requires lightness and the accuracy of pitch and gearing surfaces which ensure smooth running; (b) Strength must be obtained without undue weight. This involves the use of high-grade steel, not cast-iron; (c) Heavy loads demand good bearings in the chain joints—large, smooth and hard; (d) Reliability demands that no castings shall be used as tension members; (e) Durability demands that wear at the chain joints shall be reduced to a minimum. This



A 25-SEATER LANCIA WITH A ROE BODY.

involves the good bearings mentioned above and, equally important, the wear must be confined to the surfaces that are designed to withstand it, and there must be no "fidgetting" of pins or bushes in plates or side bars. The rest of the book describes and illustrates the design of the Renold Hollow stud chain and why it satisfies these conditions.

Chas. H. Roe (1923), Ltd., Crossgates, Leeds. The accompanying photograph shows a motor coach on a Lancia chassis built by Chas. H. Roe (1923), Ltd., the well-known motor body builders. This firm undertakes to build all classes of commercial motor bodies and also tram and railless trolley bodies.

Goodyear Tyres New Address.—We are advised that The Goodyear Tyre & Rubber Co. (Great Britain), Ltd., have consolidated their various departments at Chelsea Wharf, Lots Road, London, S.W.10. The new offices adjoin their London Warehouse and this arrangement will enable them to carry on their business even more efficiently than in the past.

Machine Tool Trades' Association.—We have received a pamphlet from the Machine Tool Trades' Association, 70 Victoria Street, London, S.W.1, the primary purpose of which is for distribution at the British Empire Exhibition. We have also received a preliminary list of exhibitors who will be exhibiting at the Machine Tool and Engineering Exhibition, to be held at Olympia, between September 5 and 27 this year.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

E. G. Ransome, Snettisham, Norfolk, jobmaster. £18/6/6. March 13th.

Harold Moore, Spring Vale House, Ettingshall, near Bilston, Staffs., general haulier. £29/8/4. March 12th.

George Park & Co., Ltd., 182 Albert Road, Southsea, furniture removers. £98/3/0. March 14th.

Blacks (a firm), 391 Waterloo Road, Hightown, Manchester, carriers. £25/1/6. March 17th.

National Delivery Co., Ltd., Lower Milk Street, Liverpool, carriers. £15/0/6. March 25th.

Harry Wood, 887 Ashton New Road, Clayton, near Manchester (trading as C. H. Wood & Sons), haulage contractor. £90/18/4. March 6th.

A. G. Barrett, 19 High Street, Uxbridge, motor engineer and haulage contractor. £49/4/2. February 26th.

A. White, 94 Coomber Road, Fulham, London, S.W., cartage contractor. £53/4/10. March 21st.

Thos. Hargrave, 5 Wright Street, Belle Vue, near Wakefield, haulage contractor. £53/15/6. April 1st.

Ernest J. Cole, Hungerford, Berks., transport contractor. £38/8/5. March 12th.

Burns & Walker, Lostock Road, Poynton, Ches., carriers. £43/1/1. February 13th.

J. Warren & Sons, Seafield House, Lower Tranmere, Ches., motor haulage contractors. £21/13/6. March 25th.

Hy. Soloman, Fox Manorway, West Thurrock, Essex, carman and contractor. £58/7/8. March 24th.

Wm. Holme, Platt Lane, Hindley, Lancs., haulage contractor. £42/10/5. March 20th.

H. Wood, Great Western Street, Ardwick, Manchester, haulage contractor (trading as G. H. Wood & Son). £14/16/10. March 27th.

E. W. Downing, 34 Canonbury Park South, London, N., forwarding agent. £34/16/2. March 27th.

Frdk. Skilbeck Buckley, Pickhill, Uppermill, Saddleworth, Yorks., motor haulage supervisor. £105/19/10. March 25th.

R. & F. Coxall, 18 Craven Street, Hull, carriers. £19/6/8. April 1st.

Stanningley Transport Co., Ltd., Bradford Road, Stanningley, haulage contractors. £11/9/4. April 4th.

Western Transport Supply Co., 5 Western Mail Chambers, Cardiff, haulage contractors. £11/14/4. March 21st.

C. Tillion & Son, Marlow, Bucks., haulage contractors. £20/0/2. April 2nd.

Geo. Blackburn, 3 Mottram Moor, Mottram-in-Longdendale, Cheshire, carrier. £26/7/7. April 8th.

Chas. Toms, 7 Parsonage Road, Southampton, cartage contractor. £29/0/0. April 1st.

A. C. Meek, 29 Charles Street, Berkhamsted, Herts., jobmaster. £33/16/10. April 1st.

Rhodes Transport & Haulage Co., 1a Brownhill Road, Catford, London, S.E., haulage contractors. £99/2/7. March 14th.

C. A. White, Ltd., Porson Street, Lewisham, London, S.E., road transport contractors. £47/10/8. March 13th.

J. McManus & Son, 7 Kenyon Street, Fulham, London, S.W., motor haulage contractors. £20/19/10. April 4th.

J. Deakins, Burn Cots, Forest Hall, Northumberland, carrier. £66/18/4. March 12th.

Frdk. Lester, 76 Summerley Street, Wandsworth, London, S.W., haulage contractor. £44/16/1. March 24th.

Tom Johnson, 75 Westgate, Bradford, furniture remover. £17/4/6. April 4th.

W. Wake & Sons, 8 Close Street, Millfield, Sunderland, carting contractors. £29/4/2. April 16th.

Piggott Bros., 1 and 3 Boundary Lane, Liverpool, removers. £30/4/10. April 16th.

A. Bodle, Little Dutch House, Whatlington, Sussex, haulage contractor. £42/1/6. April 15th.

W. Roberts & Son, Lack Hill, Penmaenmawr, Carnarvon, haulage contractors. £22/9/1. April 4th.

Percy A. Pollard, 2 Park Place, Church Road, Leyton, Essex, haulage contractor. £39/12/7. April 23rd.

The Gazette.

Bankruptcy Proceedings.

The Bankruptcy Act, 1914.

FRANCIS PACEY DUFTY, 146 Cemetery Road, Doncaster, Yorkshire, late Salutation Inn Yard, Doncaster. Haulage Contractor. Receiving order and order of adjudication, April 14th.

JOHN WILLIAM JONES, 1 School Bank, Pontesbury, Salop. Haulage Contractor. Receiving order and order of adjudication, April 16th.

WILLIAM LLOYD WILLIAMS, 12 River Terrace, Britannia, Porth, Glamorganshire. Haulage Contractor. Receiving order and order of adjudication, April 23rd.

HERBERT CHARLES SMALL, 6 Mandeville Street, Riverside, Cardiff, Glamorganshire, lately trading with another, 3 Bathurst Parade, Bristol, as Motor Hauliers. Order of adjudication, March 29th.

WILLIAM EDWARDS, 27 Kingsland, Holyhead, Anglesey. Master Carter. Order of adjudication, April 7th.

ARTHUR HALL DINGWALL, North Farm, Hebburn, and King William Street, Gateshead, both Durham. Haulage Contractor, etc. Order of adjudication, April 24th. Receiving order, March 31st.

Notices of Intended Dividends.

GEORGE LOUIS RICH, 36 Mary Street, Bovey Tracy, Devonshire. Haulier, etc. 25 of 1923. Claims to Walter Rackwood Cocks. Exeter Bank Chambers, 67 High Street, Exeter, Official Receiver.

RICHARD MAYNARD, 25 New Street, Honley, near Huddersfield, Yorkshire. Carting Agent. 2 of 1924. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

Notices of Dividends.

JOHN WALSGROVE and WILLIAM WALSGROVE, trading in copartnership as J. and W. Walsgrove, High Street, West Bromwich. Motor Hauliers. 4 of 1923. First and Final of 1/2¾ in the £, payable at the Official Receiver's Office, Ruskin Chambers, 191 Corporation Street, Birmingham.

HENRY WALES, WILLIAM WALES and JOHN CRAWSHAW WALES, trading as Wales Brothers, 65 Meersbrook Park Road, Sheffield, Yorkshire. Haulage Contractor. 127 of 1922. First and Final of 1 7/16d. in the £, payable at the Official Receiver's Office, 14 Figtree Lane, Sheffield.

BERTRAM HOLDER, 6 Richmond Terrace, Tredegar, Monmouthshire. Haulage Contractor. 17 of 1923. First and Final of 1/0½ in the £, payable at the Official Receiver's Office, 34 Park Place, Cardiff.

WILLIAM WILKINSON TAYLOR, Hinchcliff Mill, Holmfirth, Yorkshire. Carrier. 22 of 1921. Supplemental of 2/- in the £, payable at the Official Receiver's Office, 12 Duke Street, Bradford.

Dissolutions of Partnership.

GEORGE CYRIL SHELBOURN and ROBERT DANIEL DOWNEY, trading as Shelbourn & Downey. Road Transport Contractors, etc. Pixmore Farm Buildings, Letchworth, Herts. 31st October, 1923. All debts by Robert Daniel Downey, who will continue.

WILLIAM HENRY STRETCH, HENRY PILLING and PHILIP SIDDLE, trading as Stretch & Pilling, Haulage Contractors, West End Garage, Stacksteads, Bacup. 31st December, 1923. All debts by William Henry Stretch and Henry Pilling, who will continue.

THOMAS GRIEVE, and JOSEPH LONG, trading as Grieve & Company, Haulage Contractors, 55 Easton Road, New Ferry. 31st December, 1923. All debts by Thomas Grieve.

FRED INGHAM and ALBERT HOLLINGDRAKE, trading as Ingham & Hollingdrake, Haulage Contractors, Scour Bottom, Waterfoot, Lancashire. 31st March, 1924. All debts by Fred Ingham, who will continue.

CECIL LLOYD-SMITH and HERBERT DAVIS, trading as Lloyd-Smith & Davis, Haulage Contractors, etc., Clarence Garage, Teddington, Middlesex. 31st March, 1924.

JAMES WILSON, CHARLES FLETCHER and RICHARD MATTHEWS, trading as Violet Motors, General Carriers and Haulage Contractors, Strand Road, Preston, Lancashire. 29th March, 1924. All debts by James Wilson and Richard Matthews.

FRANCIS WILLIAMS and HARRY COOPER, trading as Cooper & Williams, Haulage and Agricultural Contractors, etc. 31st December, 1923. All debts by Harry Cooper, who will continue.

RICHARD GREGORY and ERNEST GREGORY, trading as R. & E. Gregory, 44 Manchester Road, Blaxenden, Lancashire. Motor Haulage Contractors. 1st April, 1924. All debts by Richard Gregory, who will continue.

JOSEPH BROWN and ARTHUR GEORGE BURROWS, trading as J. Brown & Sons, Stone Contractors and Hauliers, Stansted, Kent. 20th March, 1924. All debts by Joseph Brown.

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New Companies.

William Wilson, Quarrymasters, Ltd. (13,129).—Private Company. Registered in Edinburgh, April 17th. Capital £1,000 in £1 shares. To carry on the business of quarrymasters, general contractors for roadmaking, motor haulage, etc. The first directors are: W. Wilson, R. Wilson. Registered office: 21 Hope Street, Glasgow.

Shamrock and Rambler Motor Coaches, Ltd. (197,131).—Private Company. Registered April 8th. Capital £12,000 in £1 shares. To carry on the business of garage and motor coach and car proprietors, carried on by A. T. E. Ransom, at East Cliff Garages, 77 Holdenhurst Road, and by W. J. Whitelock, at 13 Cotlands Road, Bournemouth. The first directors are: A. T. E. Ransom, W. J. Whitelock. Secretary: A. T. E. Ransom. Registered office: 77 Holdenhurst Road, Bournemouth.

Woodseats Transport Co., Ltd. (197,134). — Private Company. Registered April 8th. Capital £2,500 in £1 shares. To carry on the business of motor garage proprietors, jobmasters, proprietors of omnibuses, cabs, carriages, wagons, lorries, chars-a-bancs and other public or private conveyances, etc. The first directors are not named. Secretary: A. E. Walch. Registered office: Holmhurst Road, Woodseats, Sheffield.

Alfred Davis and Co., Ltd. (197,099).—Private Company. Registered April 8th. Capital £100 in £1 shares. To carry on the business of road transport and motor haulage clearing houses, etc. The permanent directors are: Captain A. M. Davis, O.B.E., Verna A. E. Davis, Secretary: A. M. Davis. Registered office: 133 Sentinel House, Southampton Row, W.C.

Blue Bus Co., Ltd. (196,876).—Private Company. Registered March 31st. Capital £1,000 in £1 shares. To take over the business carried on at Neath as the Blue Bus Co., and to adopt an agreement with G. C. Williams and to carry on the business of motor omnibus, char-a-banc and cab proprietors, motor lorry, van and general motor garage owners, etc. The first directors are: G. C. Williams, J. M. Davies (both permanent, subject to holding £50 shares). Solicitors: Drake, Driver and Leaver, Ltd., Rosebery Avenue, E.C.

W. V. Greenwood, Ltd. (197,751).—Private Company. Registered May 6th. Capital £2,000 in £1 shares. To carry on the business of motor char-a-banc, motor wagon, motor car, omnibus, cab and van proprietors and carriers of passengers and goods, etc. The first directors are: W. V. Greenwood, Mrs. M. A. Greenwood. Registered office: 44 Athletic Street, Burnley.

Weston Motor Co., Ltd. (197,752).—Private Company. Registered May 6th. Capital £5,000 in £10 shares. To take over the business of motor and general engineers, char-a-banc, lorry and motor vehicle proprietors and haulage contractors, carried on by R. F. Warrilow, J. P. Moon and G. Moon at Regent Place, Regent Street, Weston-super-Mare as the Weston Motor Co. The permanent directors are: E. W. Moon, R. F. Warrilow, G. Moon, J. P. Moon. Registered office: Regent Place, Weston-super-Mare.

Millington Square Motor Co., Ltd. (197,740).—Registered May 6th. Capital £2,000 in £1 shares. To carry on the business of proprietors of omnibuses, tourist cars, motor cars, lorries, vans, etc. Minimum cash subscription 7 shares. The first directors are: J. E. Burgess, R. A. Turner, W. Evans, W. S. Kirkley (chairman). Secretary: W. S. Kirkley. Solicitors: W. V. Mulcaster, 28 Sandhill, Newcastle-on-Tyne.

Dumbarton General Omnibus Co., Ltd. (13,154),—Registered in Edinburgh May 6th. Capital £20,000 in £1 shares. To carry on the business of owning, running, hiring, letting on hire, manufacturing, buying, selling or otherwise disposing of omnibuses, cars, cabs, launches, ships, etc. The first directors are not named. Solicitors: Shepherd and Wedderburn, 16 Charlotte Square, Edinburgh.

Viking Motors (Preston), Ltd. (197,831).—Private Company. Registered May 9th. Capital £2,000 in £1 shares. To acquire the business carried on by R. A. Tootell, junr., and R. A. Tootell, senr., at 109 Plungington Road, Preston, and to carry on the business of proprietors of motor chars-a-banc, motor omnibuses, motor cars, motor vans, motor lorries, etc. The first directors are: R. A. Tootell, senr., R. A. Tootell, junr., J. T. Turner. Secretary: J. J. D. Thompson. Registered office: 109 Plungington Road, Preston.

Marloes Transport, Ltd. (197,849).—Private Company. Registered May 10th. Capital £200 in £1 shares. To carry on the business of general carriers by land and water, railway, forwarding and transport agents, omnibus and motor vehicle proprietors, etc. The subscribers are to appoint the first directors. Solicitors: Amery-Parkes and Co., Effingham House, Arundel Street, W.C.2.

Sullivan Motor Transport Co., Ltd. (197,911).—Private Company. Registered May 14th. Capital £5,000 in £1 shares. To carry on the business as indicated by the title. The permanent directors are: J. F. Sullivan (managing director), Mrs. Bessie Sullivan. Solicitors: Geo. Jolly, 42 St. Martin's Lane, W.C.2.

Guildford Furnishing Co., Ltd. (197,942). — Private Company. Registered May 15th. Capital £3,000 in £1 shares. To acquire the business carried on by E. Brooke and P. H. Gillingham, at 149 High Street, Guildford, as the Guildford Furnishing Co., and to carry on the business of cabinet makers, house furnishers and upholsterers, dealers in carpets, rugs, curtains, linen, lace, hangings, floor cloths and other fabrics, dealers in works of art, ornaments and pictures, general removers, storage contractors, etc. The permanent directors are: E. Brooker, W. H. Brand, P. H. Gillingham, L. A. Harrison, S. Mann. Secretary: L. A. Harrison. Registered office: 149 High Street, Guildford.

Lansdowne Motors, Ltd. (197,869).—Private Company. Registered May 12th. Capital £1,500 in £1 shares. To carry on the business of running chars-a-banc, motor wagons, lorries, omnibuses, taxis or other vehicles, motor, steam and other vessels, aeroplanes, hydroplanes, airships and aircraft of all kinds, etc. The first directors are: T. Wood, Clara Wood, H. Wood. Registered office: 9 and 10 Lansdowne Crescent, Blackpool.

Will Smith (Northampton), Ltd. (197,898).—Private Company. Registered May 13th. Capital £4,000 in £1 shares. To take over the business of a house furnisher carried on by W. W. Smith, at 24 and 26 Abington Square, Northampton, as "Will Smith and Co.", and to carry on the same and the business of manufacturers of and dealers in furniture, storage and removal contractors, etc. W. W. Smith is chairman and permanent governing director subject to holding £500. Registered office: 24 Abington Square, Northampton.

William Sanderson's Haulage Co., Ltd. (197,930).—Private Company. Registered May 14th. Capital £2,000 in 1/- shares. To acquire the motor haulage business and the assets in connection therewith of William Sanderson's Motor Co., Ltd. The first directors are: W. Sanderson (permanent), F. Whiteman-Smith Secretary: M. Wilson. Registered office: 5 Crown Court, Chancery Lane, W.C.

Caribbean Transport Syndicate. The Caribbean Transport Syndicate, Ltd. (198,008).—Registered as a private company on May 17th, with a nominal capital of £70,000 in £10 shares. The objects are: To acquire the benefit of certain negotiations for the construction of a line of railroad in the Republic of Colombia; to adopt an agreement with the Transport and Utility Trust, Ltd., and to construct, maintain and superintend railroads, railways, tramways, bridges, roads, ways, trails, tracks, and other works; and to carry on business as carriers, etc. The subscribers are to appoint the first directors. Solicitors: P. S. Solomon, Archer & Co., 110 Cannon Street, E.C.4.

Channel Transports, Ltd. (198,132).—Private Company. Registered May 22nd. Capital £1,000 in £1 shares. To carry on the business of merchants, railway and shipping agents, underwriters of ships' goods and other property, bonded and common carmen, cartage contractors, wharfingers, steamship and barge owners, lightermen, etc. The first directors are not named. Secretary (*pro tem.*): J. G. Angold. Registered office: 18 Sackville Street, W.1.

Canonbury Motor Co., Ltd. (198,177).—Private Company. Registered May 24th. Capital £500 in £1 shares. To acquire the business of a motor car dealer, repairer, garage proprietor and hirer of motor vehicles now carried on by E. W. Meller, at 116 Petherton Road, N.5, as the "Canonbury Motor Co." The first directors are: E. W. Meller, Helen Taylor. Registered office, 116 Petherton Road, N.5.

Hickie Transport Co., Ltd. (198,107).—Private Company. Registered May 22nd. Capital £2,500 in £1 shares. To establish and maintain transport services for goods or passengers in the U.K. or elsewhere. The first directors are C. Rhodes, A. C. Maples, R.Montgomery, G. H. Sim.

W. Alexander and Sons, Ltd. (13,181).—Private Company. Registered in Edinburgh, May 23rd. Capital £30,000 in £1 shares. To carry on the business of proprietors of motor omnibuses, chars-a-banc, cabs, lorries, ambulances, motor boats, etc. The first directors are: W. Alexander, W. G. Wright, W. Alexander, T. Alexander, J. Wright. Solicitors: Mathie, Macluckie and Lupton, Sterling.

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Mortgages, Charges and Satisfactions.

Francis, Williams and Co., Ltd.—Mortgage debenture charged on the company's undertaking and property, present and future, including uncalled capital dated April 5th, 1924, to secure all moneys due or to become due from the company to the Union Bank of Manchester, Ltd.

Provincial Motor Hiring Co., Ltd.—Issue on April 14th, 1924, of £800 debentures part of a series already registered.

Edcaster, Ltd. (Formerly Edwards and Co., Doncaster, Ltd.).—Deposit on March 28th, 1924, of deeds of land in Armthorpe Lane, Doncaster, and 1-8 Alexandra Terrace, Clifton Hill, Conisborough, near Doncaster, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd.

M. H. Abbott and Co., Ltd.—Particulars filed of £4,450 debentures authorised March 18th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Atlas Contractors, Ltd.—Mortgage on certain land and buildings in Newport, dated April 1st, 1924, to secure £3,500. Holder: F. C. Davies, Radyr Court, Radyr, Glam.

Grieve Haulage Co., Ltd.—Particulars filed of £2,500 debentures authorised March 3rd, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

Isle of Wight Motor Service Co., Ltd. — Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated April 7th, 1924, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

Coventons, Ltd.—Issue on April 4th, 1924, of £400 debentures, part of a series already registered.

E. M. D. Parkinson, Ltd.—Debenture dated March 20th, 1924, to secure £4,000, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Branch Nominees, Ltd., 15 Bishopsgate, E.C.2.

Carshalton Motor Transport Co., Ltd. — Particulars filed of £500 debentures authorised March 24th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £300.

Kingsclere Transport Co., Ltd. — Particulars filed of £500 debentures authorised March 1st, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £200.

Carriage Proprietors, Ltd.—Debenture dated April 2nd, 1924, to secure £1,610, constituting a specific charge on the real property of the company, standing in the name of J. C. Broome and on all other real and leasehold property belonging to the company, and goodwill and a floating charge on its other assets and property. Holder: J. C. Broome, 42 Downing Street, Ardwick, Manchester.

C. McAdams, Ltd.—Mortgage on certain land, buildings, machinery, etc., in Middlesbrough, dated March 20th, 1924, to secure all moneys due or to become due from the company to the National Provincial Bank, Ltd.

Pearl Grey Coaches, Ltd.—Mortgage on 74 and 75 North Street, Guildford, with machinery, etc., dated March 24th, 1924, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

Kinder's Garage and Haulage, Ltd.—Mortgage on certain land with motor garage thereon in Blaby, Leicestershire, dated March 25th, 1924, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Roadrails, Ltd.—Charge on the net profits derived by the company's system at the British Empire Exhibition, Wembley, by the carriage of passengers and goods and sales of assets and effects (except rolling stock) and royalties, commissions and moneys to be received in respect of patents, licences or assignments, dated March 27th, 1924, to secure £16,000. Holders: Sir Otto Beit, Bt., K.C.M.G., Baron Frederick D'Erlanger, the Duke of Abercorn, K.P., and Sir Henry Birchenough, Bt., K.C.M.G., all of 1 London Wall Buildings, E.C.

Insulated Transport, Ltd.—Particulars filed of £8,000 debentures authorised February 22nd, 1922, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £4,500.

Carshalton Motor Transport Co., Ltd.—Satisfaction in full on June 24th, 1921, of debenture dated March 2nd, 1921, securing £700.

Receiverships (Appointment or Release).

Leonard and Francis, Ltd.—A. E. Travis, of 4 Chapel Walks, Manchester, was appointed Receiver on March 15th, 1924, under powers contained in debentures dated November 3rd, 1923.

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FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

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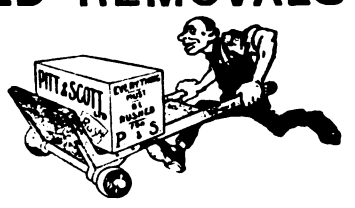

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 238. JULY 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY.)

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Editorial Notes.

The Menace to the Trailer.

In our June number, page 274, we commented on the dangerous clause contained in the London Traffic Bill, which in effect sought to prohibit the use of the trailer within the area included in the Bill. This section (6 of the 2nd Schedule) has, we are pleased to note, been deleted during the passage of the Bill through the House of Commons. It was Mr. Gosling, himself, who moved to omit the section, and Mr. Ben Smith, Labour member for Rotherhithe, who opposed the omission. The deletion was agreed to by 165 votes to 96. This is very satisfactory, but Mr. Ben Smith said he would never let the matter rest until the trailer was prohibited or that every trailer was required to carry a man on it—or words to that effect. The extreme labour sections menace to road transport is both unreasonable and stupid. The Transport Workers are now asking for a wage increase of ten shillings per week, but this is not so serious as the further demand that every vehicle of over two-tons capacity shall be compelled to carry two drivers. The curtailed working hours of drivers was a very serious blow to the road transport industry because the payment of overtime does undoubtedly encourage dawdling on the road. Even in the days when there were no fixed hours and when drivers were paid a fixed weekly wage irrespective of the number of hours worked, it was difficult to get them to make good average time on their journeys. On the other hand a good and conscientious driver was soon in receipt of better wages than others—he was worth them—now the incentive to excel is taken away from him. It is not our intention, however, to make odious comparison, but we would like to point out that the road carrying trade is not in such a flourishing condition that it can bear unlimited financial responsibilities. If the transport workers press for the abolition of the trailer or the compulsory employment of trailer men, for higher wages and for a second man on heavy vehicles—presumably second drivers at driver's wages—and if they are successful in their demands, then it may well be that they will do themselves more injury than good. It will mean that many transport undertakings will have to close down. In order to increase employment in the transport trade it is necessary to cheapen transport. More men per vehicle are not required—what is required is more vehicles. If vehicles could be devised to run without drivers or attendants it would be all to the general good. The only instance we know of this is in the case of conveyors on aerial ropeways which not only travel without attendants, but in some cases automatically empty themselves at the dump and return to the filling station. In most cases to-day, two and even three men are carried on heavy lorries, dependent upon the quantity and weight of goods to be handled and we think that penalization is so infrequent that it may safely be left to the discretion of the employers as to how many men are needed. Compulsion is a poor thing at its best and in this case may be as bad for the employees as the employers. What the country needs is increased production involving an increased output per man and to get this much depends upon good and cheap transport and unity of effort but as little as possible of compulsion on either side.

The Royal Air Pageant.

Though the Royal Air Force Aerial Pageant cannot be classified as commercial air transport yet the performance carried out at Hendon demonstrated very positively the progress which has been made in aircraft design since the Armistice. The Pageant was undoubtedly eloquent as a demonstration of safety in the air, and before passenger travel can become very popular it is essential that the public should be thoroughly satisfied that those who travel by air take practically no more risk than those travelling by other means of transport. Passenger aeroplanes travelling to and from the Continent and to all parts of Europe make direct flights, they attract very little notice as they pass through the sky and the average citizen knows or hears little about them. Practically the only publicity they get is when owing to some misfortune forced landing has to be made. In the couple of years following the war this kind of publicity was all too fre-

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quent but it is very significant that there has been a very long continued silence in this respect though air routes have been extended and the number of passengers carried is slowly but surely increasing. But at Hendon on the 28th of last month the air pilots, from the ordinary onlookers point of view, evidently courted disaster but there was never the slightest indication of a mishap of any kind. The pilots flew their machines, sometimes in line, wing tip touching wing tip. A whole flight of machines flying in formation, would change direction instantly as though the whole were under single control; instantaneously also they would overturn their machines and fly up-side down for perhaps a mile or more; looping the loop to them now is child's play; they do it one after the other so that a flight of them has the appearance of a coiled rope in the sky. Quite apart from the fact that the air pageant demonstrated that in performance at least our air force continues to be equal to and probably in advance of those of other nations in the matter of skill if not in numbers, it demonstrated to probably a quarter of a million spectators the marvellous safety of air transport, because if stunt flying can be carried out by so many planes (we believe there were well over one hundred in the air during the Pageant) there must be corresponding increased safety in purely point-to-point flight when weather conditions are favourable and other conditions such as ground organisation including supervision of machines are equal. Attention is at present concentrated on Squadron Leader McLaren's world flight, which we trust he will bring to a successful conclusion, but we would remind our readers that this is an exceedingly ambitious flight, the difficulties of which are simply stupendous as thousands of miles of it are over practically unknown country and wide stretches of ocean. If it is successful it will give an impetus to the air transport industry, inspiring confidence as it will in this form of travel; but, on the other hand, if it fails it will not mean that air travel has failed but simply that another pioneer has paid the price.

Road Authorities Responsibility for Damage to Vehicles.

Dr. Jackson, of Carnford, claimed £6 from the Lunedale District Council in respect to damage to his motor car tyres due to coming in contact with "large boulders with sharp, broken edges," there being, he stated, no notice of this state of the road. The Council at first resolved to repudiate liability but subsequently it was decided to pay the doctor the £6 in settlement of his claim, without prejudice. This, of course, does not create a precedent and it is practically certain that had the doctor taken his case to Court he would have lost it, had he been unable to prove negligence on the part of the road authority in question. But it does appear to be only justice that motor vehicle owners have as much grievance against road authorities who neglect to keep their roads in order as the road authorities have against the vehicles owners who damage their roads. A road authority is always liable if a road user of any class sustains damage through coming in contact with an obstruction or by falling into an open trench not properly guarded but no doubt in the event of claims such as the one we have quoted coming into court much time in legal argument would be spent in determining where responsibility on the part of the road authority commenced and where it ended. We can imagine a case, a not unusual one, where a road is full of bad pot holes or indeed one with only one pot hole, and a motorist driving at night coming suddenly on such a road defect and severely damaging his vehicle; could the road authority be held responsible for the damage? If the road authority could be held responsible then surely it could also be held responsible for damage done to any motor vehicle when running at a speed not exceeding the legal limit over any road with a bad surface?

In all this outcry against the heavy motor vehicle, the owner should remember that the road authorities have a duty to perform for his benefit. Many authorities neglect their roads and at the same time demand loudly that motor taxation shall be increased; it is, in point of fact, because of road deterioration that motor vehicles have been taxed, but it cannot be said honestly that motor owners generally have had any adequate return for such taxation and bearing this in mind it will be well for road authorities to remember that some consideration is due to motorists, including heavy motorists, and motorists might do worse than take a leaf from Dr. Jackson's book and not be too shy in making complaint or claiming for damage.

Lift Vans and Taxation.

In this issue we report further in our Law Cases the action brought against Mr. J. W. Hodge, of South Shields, by the South Shields Municipal Authorities for using a commercial vehicle on which he had not paid the full licence fees. At the first hearing the Magistrates disagreed and the case was adjourned. At the second hearing the Magistrates decided against Mr. J. W. Hodge on the ground that the lift van was an integral part of the vehicle and should have been included in the weight for licensing purposes and that consequently he ought to have paid £30 per annum instead of £28. The case was defended by Messrs. William Joynson Hicks & Co., on behalf of the Furniture Warehousemen & Removers' Association and at the request of Mr. Macdonald of that firm the Magistrates agreed to state a case for the High Court. The matter is being taken further and we cannot therefore comment on it but merely point out the very great importance of the case to the great majority of our readers. It goes much further than the removal industry because it is a growing practice for road transport contractors and firms using motor vehicles to pack their goods in vans which can be lifted off the vehicle and transferred bodily to the warehouse or other destination.

Horse Drawn Traffic.

We draw special attention to the photograph appearing on our Notes & News pages showing a fleet of horse-drawn vehicles in the service of Mr. C. Watling, Norwich, in view of the fact that there is at present considerable agitation in favour of refusing to allow such traffic on the London streets. Mr. Watling uses motor vehicles in his business but is still of opinion that for City work horse-drawn vehicles are more economical than motors. In sending us this photograph he states that his faith in the correct field for horses has never waned and that he has purchased several horses within the last few days and has increased the number so that he now has 60 horses in all actually working. This is an interesting point and one which will be appreciated by many of our readers who still pin their faith to the horse-drawn vehicle for certain classes of transport.

We are exhibiting at
The BRITISH EMPIRE EXHIBITION
WEMBLEY LONDON APRIL TO OCTOBER 1924
Stand No. 277.
(South Eastern Entrance)
Palace of Engineering.

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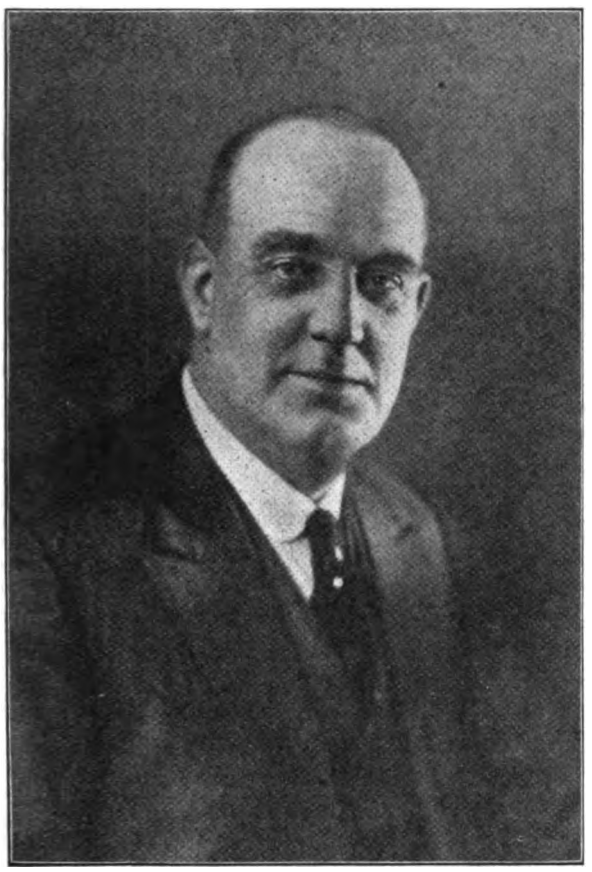
Transport Men of To-day. No. 5.

J. H. Turner.

No. 5 in our gallery of Transport Men of To-day is Mr. J. H. Turner, the well-known President of the Metropolitan & Home Counties Road Transport Contractors' Association.

Mr. Turner is the proprietor of a large cartage contracting business at Willesden and is a widely known and highly respected member of the Transport Industry. Starting in a small way in 1900 he has, by untiring energy and devotion to business, built up the extensive establishment which bears his name.

He was elected President of the Metropolitan & Home Counties Road Transport Contractors' Association in 1918 prior to which he was for many years a prominent member and Chairman of the Council, and the confidence which the members of that organisation have in his ability is acknowledged by his re-election each succeeding year. In this connection the members showed their appreciation at a Presentation Dinner given in his honour on October 17th, 1922, at which they presented him with a handsome silver salver inscribed as follows: "Presented to J. H. Turner, Esq., by the members of the Metropolitan & Home Counties Road Transport Contractors' Association as a token of their grateful appreciation of his valuable and long continued services as their President during the period of the Great War and after."



J. H. TURNER, ESQ.

He is also a Vice-President of the National Road Transport Employers' Federation, having taken an active part in its formation and being closely associated in its administration. He takes a keen interest in the London Cartage & Haulage Contractors' Benevolent Institution, of which he has just been elected Treasurer.

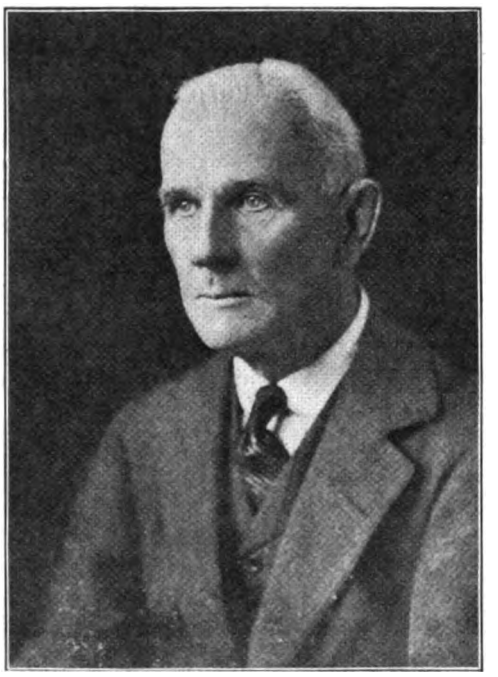
Mr. Turner is a member of the Institute of Transport, and in spite of the demands of his business has found time to extend his activities to municipal work. He has been a member of the Middlesex County Council since 1919 and is on the Education and Highways Committees. He is well known in the local life of Willesden and takes great interest in educational matters, being Chairman of a group of school managers.

S. M. M. & T's New President.

Colonel Sealy-Clarke Elected.

THE new Council of the Society of Motor Manufacturers and Traders held its first meeting on Thursday, June 19th, and unanimously elected Colonel J. Sealy-Clarke, President of the Society for the ensuing year in succession to Mr. Hamilton M. Hobson, who has held that office during the past twelve months.

Colonel Sealy-Clarke has been connected with the Society almost since its formation. He acted as Hon. Treasurer and Chairman of the Finance Committee for the year 1922/23, and he was a Vice-President of the Society during 1923/24. He has been Chairman of the British Rubber Tyre Committee since its formation in 1921, and has held also the offices of Chairman of the Committees of the Pneumatic Tyre Section and Solid Rubber Tyre Section.



COLONEL J. SEALY-CLARKE.

The new President is one of the best known figures in motoring circles. Amongst his many activities he occupies the chairmanship of the British Rubber Tyre Manufacturers' Association, and he is also Acting Chairman of the British Rubber Tyre Manufacturers' Research Association.

The Society's new Vice-Presidents are Sir William Letts, K.B.E., and Mr. J. K. Starley.

Forthcoming Events.

July 9th to 19th.—"All British" Motor Show, Melbourne, Australia.

August 23rd.—C.M.U.A. Parade at Nottingham (Provisional).

September 8th to 13th.—S. M. M. & T. Farm Tractor Trials.

September 19th.—Institute of Transport Conference, at Wembley.

September 27th.—C.M.U.A. Parade at Liverpool (Provisional).

October 16th to 25th.—Motor Show, Olympia.

October 22nd to 31st.—French Motor Transport Vehicle Show, Grand Palais, Paris.

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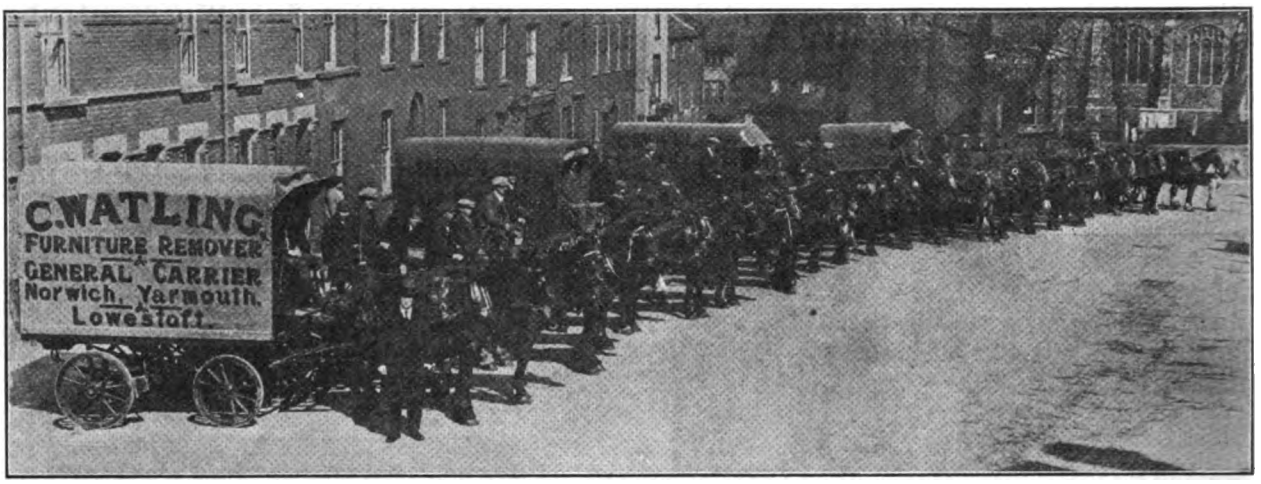
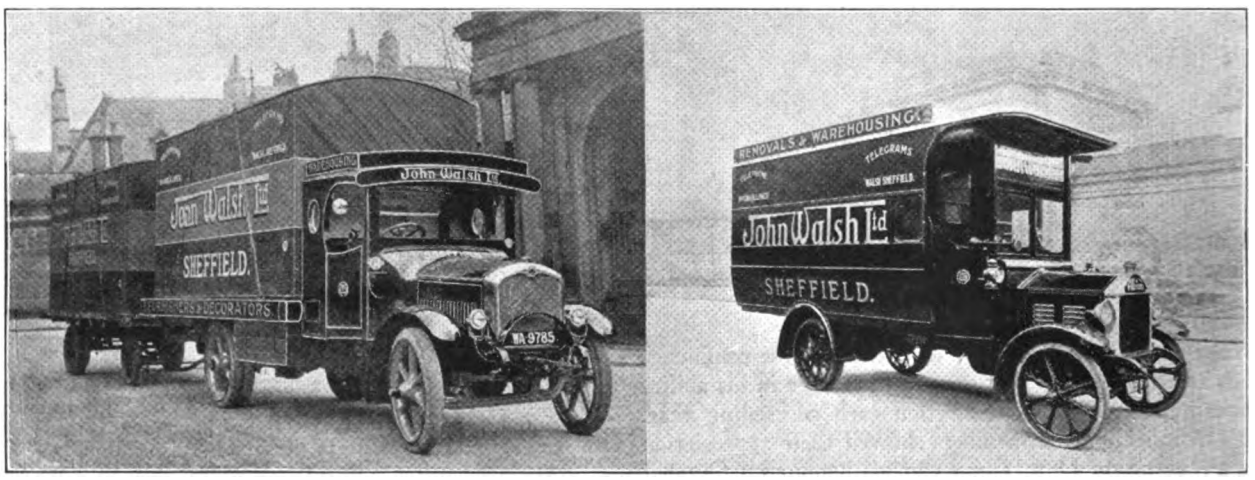
Notes and News.

Horse Transport in Norwich.—In these days of motor transport it is interesting to be able to show a fleet of horse-drawn vehicles in active service in the transport industry. We do not mention this because it is a rarity but because publicity is given principally to fleets of motor vehicles, whereas the horse-drawn vehicle is kept in the background. Our illustration shows a fleet of such vehicles belonging to Mr. C. Watling, of Norwich, comprising 25 in all and all working in Norwich. In addition to this fleet Mr. Watling uses 34 horses at Yarmouth, Lowestoft, and other towns in the district, making a total of 59 in all. Mr. Watling also uses motor vehicles in his business but he finds that for city work horses are more economical than mechanical transport.



A FLEET OF HORSE-DRAWN VEHICLES IN NORWICH.

New Machines for John Walsh, Limited.—We illustrate two new machines recently taken into service by Messrs. John Walsh, Limited, of Sheffield, the well-known furniture removers, etc. The "Saurer" on the left shows body work by Messrs. Smith and Johnson, Owlerton, Sheffield, whilst the "Albion" on the right exhibits a body by Messrs. Laycocks, of Sheffield.



NEW MOTOR VEHICLES FOR JOHN WALSH, LTD., SHEFFIELD.

Lep Transport and Depository, Ltd.—We have received leaflets from this well-known firm drawing attention to their special facilities in connection with every kind of cartage work and also as shipping and forwarding agents, warehousemen, and export packers. In the latter connection they draw attention to their allied house—Societe Lep Transport & Ambrosetti, Ltd., 59 Rue du Moulin a Vapeur, Boulogne s/Mer, which has been completely reorganised and is now in the charge of Mr. Paul Noel, who is in a position to handle any business entrusted to him having had many years experience in clearing through Customs, forwarding, and generally dealing with transport matters. The headquarters of the business are at 37 Upper Thames Street, London, E.C.4.

Stockwell & Co., Ltd.—New Addresses.—We are advised that the Birmingham address of this well-known firm of forwarding and shipping agents is at 76 Lionel Street, Parade. The Paris addresses are now 230 Rue St. Denis, and 2 Rue Du Port-Mahon, while the Boulogne address is 21 Rue Faidherbr. The head offices of this business are at 16 and 18 also 13 and 15 Finsbury Street, London, E.C.2.

Pageant of Empire, British Empire Exhibition. — The Pageant of Empire which promises to be one of the outstanding features of the British Empire Exhibition will be held from July 21st to August 30th inclusive, and preliminary particulars of this great event have been issued. The Pageant Master-in-Chief is Mr. Frank Lascelles who holds a pre-eminent position in this branch of art. Twelve thousand performers will take part in the Pageant, all the scenes being designed and dramatised by leading artists and writers.

C. P. & Co.'s Sphere of Influence.—We have to thank Messrs. Carter, Paterson & Co., Ltd., for sending us a copy of their latest map showing their very wide sphere of influence covered by their organisation. This map is very clearly printed in colours on linen with rollers top and bottom so that it will hang in the office and it is all numbered to show the different services carried out by this important company. The map covers from Beachy Head and Selsey Bill in the South to Broadstairs and Ipswich on the East, to Bedford and Saffron-Walden on the North and as far as Aylesbury, High Wycombe, Maidenhead and Aldershot on the West.

Caversham Bridge Closed.—Caversham Bridge, which carries the Reading-Henley Road over the River Thames, is to be rebuilt, and was closed on the 19th May, for a period of eighteen months approximately, and traffic proceeding from Reading should use the recently completed Reading Bridge.

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Motor Taxation. — The Automobile Association has published a reprint of the Official Report of the very interesting Debate which recently took place in the House of Commons, when a Resolution supported by all parties in the House was passed in favour of a system of Motor Spirit Taxation, instead of the present lump sum tax per vehicle. Motorists desiring copies of this pamphlet may obtain them upon application to the Secretary, The Automobile Association, Fanum House, Whitcomb Street, London, W.C.2, or any of the A.A. Area Offices. In addition to giving the Official Report, a statement summarising the present position in regard to Motor Taxation is included.

Taylor Bros. Wharfage Co., Ltd.—This firm of wharfingers, cartage contractors, lightermen and general forwarding agents advise us that their address is now Victoria Wharf, Upper Thames Street, London, E.C.4. The telegraphic address is "Taylowarfa, Cent, London," and the telephone numbers are City 5477-8.

Walton's Carriers, Ltd., Stockton-on-Tees. — Few removal contractors have more right to feel proud of their organisation than Messrs. Walton's Carriers, Ltd., of Stockton-on-Tees. Reliability and speed are the main principles they work on and they have built up their business on these lines, with a properly trained staff. An example of their efficiency in handling big jobs is that in which they contracted to carry out the removal of the whole of the office furniture, safes, files, stationery and

A LARGE REMOVAL CONTRACT.

take up all the oilcloths of the South Durham Steel and Iron Co., Stockton, and deliver and place in position at the new offices, West Hartlepool, a distance of 12 miles, between 6 p.m. on a Friday night and 9 a.m. Monday morning. This removal consisted of 16 van loads, and the work was carried through without a hitch. This firm also possesses a large organisation for haulage work and the equipment is up-to-date in every way. Their large and ever-increasing business is proof that their efforts to give good service are appreciated far and wide.

Cresswells', Ltd.—London Office.—Messrs. Cresswells', Ltd., Bradford, have opened a London office at 27 Percy Street, Tottenham Court Road, London, W.1, in order to deal with their increasing business in the South. They will be pleased to have enquiries from any of our readers or to receive a visit from them when they will be assured of personal attention to any matter.

Experienced Solid Tyre Traveller Wanted. — A well-known solid tyre firm is needing the services of an experienced solid tyre traveller for Scotland and any reader of this journal who is interested in this proposition can be put in touch with the firm by writing to "Solid Tyres," c/o this office.

Scottish Motor Show.—The Scottish Motor Exhibition which is generally held at the beginning of the year is this year to be held from Friday, November 21st, to Saturday, November 29th inclusive. All particulars in connection with the Exhibition can be obtained on application to the Secretary, Mr. David A. Fairley, C.A., 2 Castle Street, Edinburgh.

L.M.S. Takes over P. & O. Traffic.—The special train services between London and Tilbury Docks in connection with the outgoing and incoming P. & O. steamers have been transferred by the shipping company from the L. & N.E.R. to the London, Midland and Scottish Railway Company. The special P. & O. boat trains which formerly ran from Liverpool Street will now run from St. Pancras.

Continental Removals and Storage. — Continental Carriers with a large depository require the services of a man to take charge of the continental furniture removing section and the storage of furniture. Foreign experience not essential. Qualified men only need apply. Substantial salary with prospects to right man. Write in first instance to this office.

Presentation to Mr. Victor Brown.—A very interesting function took place last month when Mr. Victor Brown, J.P., C.C., was entertained by the County Purposes Committee of the City Corporation and was presented with a gold cigarette case and a silver cigar box by the present Chairman, Mr. Francis Agar, on behalf of his colleagues on the committee as a mark of their regard and esteem. Mr. Victor Brown, after serving on the committee, has just completed his year of office as Chairman of what is one of the most important Committees of the City of London. He is continuing his important work on behalf of the Corporation and is now Deputy Governor of the Irish Society and is this month going to Ireland with the Governor, Sir Vansittart Bowater, M.P., to visit the estates owned by the City Corporation.

Institute of Transport.

The following is a List of Members elected at a recent Meeting of the Council.

MEMBERS.

Davis, Valfrid Emanuel	Assistant Goods Superintendent (Johannesburg), South African Railways and Harbours.
*Dunbabin, Thomas Henry	Haulage and Cartage Contractor and Barge Owner, Manchester.
Gettliffe, Rupert Bernard	Assistant General Manager (Johannesburg), South African Railways and Harbours.
Milnes, William Mayall	General Manager and Engineer, Wigan Corporation Tramways and Motors.
Owen, Arthur John	Formerly of the Midland Railway and the San Paulo (Brazilian) Railway.
Raven, Robert McPherson	Chief Engineer, Tanganyika Railway.

* Transfer from class of Associate Member.

ASSOCIATE MEMBERS.

Hoggard, Charles Henry	Assistant Traffic Superintendent, Sheffield Corporation Tramways and Motor Department.
Russell, William Emmerson	Assistant Wharf Manager, Singapore Harbour Board.
Shotton, William	Traffic Manager, Mitchell & Butlers, Ltd., Birmingham.
Taylor, John Rowland	Deputy Manager, Walsall Corporation Tramways & Motor Services.
Wille, Frank	Acting Assistant Superintendent (Bloemfontein), South African Railways and Harbours.

GRADUATES.

Ashfield, Edwin James Toovey	L. M. & S. Railway, Smethwick.
*Cousins, William Cecil	L. M. & S. Railway, Manchester.
Higgs, James Isaac	Battery & Metal Co., Ltd., Birmingham.
Jury, Vincent Harold	Southern Railway, London.
Lodge, Edwin	South African Railways, Pretoria.
Mitchell, Archibald Wilson	South African Railways, Pietermaritzburg.
Oates, Harold	Thrutchley & Co., Ltd. (Stalybridge).
Pemberton, James Henry	L. M. & S. Railway, Bolton.

* Transfer from class of Student.

STUDENTS.

Munro, Edward Henry	South African Railways.
Searle, Cecil Robert Frank	South African Railways.
Weldon, Radcliffe	Richard Abel & Sons, Ltd., Liverpool.

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The First World Motor Transport Congress.

(From Our United States Correspondent.)

WHAT was said to be the first gathering of its kind was held May 21-24 at Detroit, U.S.A. This was the World Motor Transport Congress. It was organised and conducted by the National Automobile Chamber of Commerce, which includes within its membership practically all the manufacturers of motor vehicles, cars, trucks or lorries, buses, in the States. The announced purpose, a better international understanding of the economic progress contributed by the motor vehicle, was carried out to such an extent that during the last session the delegates from other countries requested unanimously that the Congress be made an annual affair. The request, it was announced, will be considered by the directors of the National Automobile Chamber of Commerce.

Taking part in the Congress were some one hundred and fifty delegates from fifty-four countries, and in addition a large number of government officials, representatives of business organisations, and executives and export department heads of the leading motor manufacturing companies in the United States. The delegates from abroad represented for the most part trade organisations, that is, groups of importers or dealers, although there was a noticeable sprinkling of delegates from touring clubs, government departments, transport operators, as well as from manufacturing establishments. The foreign manufacturers did their share in discussing the needs of their countries for motor vehicles. In fact it was said that the information they disclosed, even though it put ammunition into the hands of potential competitors, would be paid for by the opportunity the visitors had to observe at first hand the conditions, of manufacture and application, found in the United States.

The Congress in general was an exchange of views and ideas between the delegates. From the United States there were government officials and leaders in the motor industries who told of the place the motor vehicle has filled in the life of the country, of the mass of conflicting legislation that has grown up in the different states, of the methods by which highways have been developed in the effort to keep up with the flood of motors, and finally of the steps industry in the States is taking to supply better and cheaper automobiles to all parts of the world.

Hon. J. Walter Drake, Assistant Secretary of Commerce, who before entering the government service was himself head of a large company making motor cars, well expressed the ideal of service frequently put forth by the American speakers. After referring to the wide variation of geographical conditions in the United States, Mr. Drake predicted that its experience will be invaluable to other countries. Those which have yet before them the development in a large way of motor transport facilities may make use, he said, of American labour and investment to shorten the time and eliminate a large part of the experimental effort and expense that might otherwise be incurred in the introduction of a national highway transport.

Supplementing all the addresses were the inspection trips arranged for the foreign delegates. On a so-called vocational tour visits were made to the important installations, such as fire department, new municipal garage, and the like, in and near Detroit. Another afternoon was devoted to a study of the highways in Wayne County, in which the centre of the American motor industry is located. Here in a section of the country where super-highways, 204 ft. wide, are actually under construction, a 60-mile trip was taken over the concrete-surfaced roads, with special attention paid to grading methods, type of bridges, designs for grade separation of highway and railroads, and to details such as centre-line marking, guard rails, tree planting, beacon lights.

HINDRANCES TO THE MOTOR.

From the delegates came messages telling of the great development of motor transport, and of its still greater future, The difficulties encountered were also described in graphic fashion. Obstacles to a motorized world, it was said, include the high cost of the vehicles, high taxes, high cost of petrol or other fuel, and in many countries the lack of highways. On the other hand, the cost of the individual motor car has brought great activity in motor common carriers for passenger service, lorries for goods' work have also proved their economy in different parts of the world, and in new countries highways can be built with local labour and materials, and the expense then for the motor vehicle is small as compared with that required for new railway installations.

In describing conditions in Brazil, F. O. Goode, representing the American Chamber of Commerce of San Paulo, said that the whole country was being developed by motor transportation. He referred with approval to a British Commission that had made a survey not long ago, and had recommended that rolling stock be bought for the existing railroads, but that the nation's energies be concentrated on the building of roads to connect with the railroads.

HIGHWAY BUILDING WORLD-WIDE.

One of the great limitations to the growth of motor transport, it was brought out, was the condition of the highways. Poland, Austria, Germany, had had their roads destroyed, either by the ravages of war or by the use of iron tires during the war. Sometimes the trouble seemed due to inadequate maintenance, as in Switzerland. A delegate from this country told of the law which forbade the use of motors on Sunday afternoons in the summer, when people were out walking, on account of the dust raised by the rapidly moving vehicles. There was poor surfacing on the Swiss roads, although their foundations were good.

In new lands, South America, Australia, South Africa, the need is for improvements in outlying districts. Paved ways may be found in the large cities, or within a few miles of them, and then there is nothing. But urban or distribution centres should be connected with reasonably good roads, instead of spending all the money on well-paved streets within ten miles of just one centre.

Argentina, explained Senor J. A. Valle, of the Touring Club Argentino, requires an awakening of public sentiment to the value of a national system of highways. Up to 25 years ago the land was held in large estates, each with its own railroad station, reached by the high lands. Now that the land has been divided into small plots to a great extent, public roads to the railroad station are required. Senor Valle estimated that 80,000,000 paper pesos (each worth 44 cents in American money) could be spent in the republic for road connections to the 2,660 railroad stations. This amount was based on 20 km. for each station, to cost 1,500 pesos per kilometer.

From other parts of the world came news of highway progress. Signor Rinaldo Stroppa Quaglia, of the Royal Automobile Club of Milan, told of the Milano Laghi, a motorway under construction in the Lombardy lake region, which he said would be the most beautiful in all Europe. In Canada a transcontinental highway, 4,500 miles long, from Halifax to Vancouver, has been advocated. Through highways, end to end, are being considered in the Islands of Cuba and Jamaica.

Perhaps the most ambitious highway programme at the Congress was that presented by General W. O. Zagorski, on behalf of the Automobile Club of Poland. This proposed a network of automobile roads, some 36,000 km. in length and connecting all the important commercial and political centres in Europe. Funds required to carry on this ambitious scheme would be secured from the various parts of the motor industry, in proportion to income from sales.

Highway construction and development in general were treated in an address by the recognised leader of American highway engineers, Thomas H. MacDonald, chief of the United States Bureau of Public Roads and responsible for a saying widely quoted in the States, "It will cost us less money to build good roads than to go without them." But what brought the most appreciative response, at least from the "young" countries' delegates, was Mr. MacDonald's opinion, that the most durable highway is not the most economical to use for a national improvement programme. In advocating the progressive or stage type of construction, Mr. MacDonald said that more than 33,000 miles of the Federal-Aid highways* have been completed since 1918, of which about 50 per cent, are surfaced with sand-clay and gravel. The national welfare is best served by a long mileage of the lower cost roads, Mr. MacDonald believed, especially as it has been demonstrated that they can be built up to wider stronger types when traffic demands, and the funds are available.

INDIVIDUAL TRANSPORTATION.

The striking contrast between the use of personal or privately owned motor cars in the United States and in other countries was brought out in an address prepared by Alvan Macauley, president Packard Motor Car Company. "It is quite customary in this country," he said, "for domestic servants to run their own cars. For several years past each of the chauffeurs I have employed at my home has arrived there

* A national system of roads embracing 170,000 miles and covering the great area of the United States.

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in the morning in his own automobile, driven my family during the day in my car and at night returned to his home in his, usually then taking his folks somewhere on an outing. The gardener whom I employ drives up each morning in his motor car and in it quickly reaches his own home every evening after completing his tasks. We had one laundress employed several days a week who came to work in her own car." Mr. Macauley undoubtedly lives in or near the city of Detroit, where so many motor cars are built that almost everyone has to own one in self-defence. Also, as another speaker brought out, fifteen million, or about 88 per cent., of the eighteen million motor vehicles in the world are found in the United States. It is small wonder then that the motor car in practically all other countries is a play-thing of the wealthy, or an instrument appealing to the sporting instincts of a few people, as some of the delegates would have it.

LORRIES LAG BEHIND MOTOR CARS.

It was generally agreed that in other countries, as in the United States, the motor car came first and its larger business brother, the commercial motor vehicle, followed along, to be developed later. Probably this is partly due to the concentration of paved roads in centres of population, so that in many countries the roadless rural sections simply cannot make use of the commercial motors. From his experience in South Africa, A. V. Gulliver told of the difficulty of educating the Dutch farmers to the advantages of the commercial vehicle. Mules cost only 25 ($25) apiece and speed meant nothing to the farmers, whose favourite saying, according to Mr. Gulliver, was "Wait a bit." Steam-propelled lorries were favoured also, because of the high price (4s. a gallon) of petrol. Fuel distilled from sugar-cane refuse gave promise of relief, selling for less than a shilling at first but being increased to 3s. a gallon when the sugar refiners realised the profitable field they had entered. Mr. Gulliver, by the way, gave the fullest credit to motor transport and to the trunk system of roads connecting the principal towns, for the outcome in the Union during the late war. Without them, he said, the result might have been far different.

In countries that are "motor-undeveloped" the national transportation system should be built up with a place for the commercial motor pre-arranged. When this can be done, T. R. Dahl, secretary, The White Company, assured the Congress, expensive rail extensions to develop virgin territory will not become a burden of Government subsidies as in Canada, or of private capital as in the United States. Rails, he held, will follow the motor truck (lorry) at assured economies instead of preceding the motor truck at anticipated loss for an indefinite period.

PUBLIC SERVICE APPLICATIONS.

Common carriers, for passengers and goods, had their innings during the early sessions. Railroad representatives from England, Canada and the United States discussed the place of the motor vehicle in the general transportation system. Leading this was one man in himself representing all three countries: Sir Henry Worth Thornton, K.B.E., now chairman of the Canadian National Railways, well known in England as the former head of the Great Eastern Railway, and even earlier a transportation executive in the States.

Sir Henry took the position now generally accepted in the States by the advocates of motor transport, that rail, water and motor carrier should work together for the best interests of the public. Railway executives, he held, should make an honest attempt to assign the motor vehicle to its proper place in the general transportation structure. While admitting the importance of the motor lorry, particularly in dealing with certain classes of goods traffic, Sir Henry was not prepared to say whether they should be operated directly by the railways, or by a separate organisation. Some others, however, had no doubt about the matter. W. H. Lyford, vice-president, the Chicago and Eastern Railroad, was emphatic in favour of a separate organisation, as a result of long study in the States and personal observation in England. His main objection was that the railroad organisations would make a mess of anything outside their own field. Besides motor transport in its very nature required close relations with officials of city or other local governments, for satisfactory operation through congested thoroughfares. The private contractor could deal better with these officials than could the railroads.

Commenting on Sir Henry's suggestion that motor vehicles should be taxed more heavily, so their assessments would be more nearly in proportion to their use of the highways, J. Fairman, New York representative, London, Midland and Scottish Railway, described the fruitless efforts of the British railroads to become motor transport operators. He regarded it as distinctly unfair that the railroads were practically forbidden the use of the roads to which they made such large contributions in the form of taxes. The question was asked, was the bill intended to permit road transport by the railroads withdrawn from the British Parliament a year or so ago, because the railroads refused to separate the charges for warehouse or terminal, and those actually incurred on the highways? The answer to this, given by Sir Henry to the best of his recollection, was that the opposition of private transport operators was really the main reason for the withdrawal of the bill.

There is widespread interest in the States at present in the application of heavy duty motors to railroad service. Not so much for store-door delivery (from freight or goods terminal to the warehouse or store door of the trader or consignee) although that has been studied carefully as conducted in England and Canada. Just now store-door delivery is receiving slight consideration. The railroads will not go into it unless they can be assured of being paid for the extra service involved. And shippers or rather consignees seem to believe they can do the work themselves with a greater degree of freedom, if not at a lower cost, than would be the case were it taken over by the railroads.

But when it comes to the use of motor truck or lorries as substitutes for service given already, and uneconomically, by rail, then there is great activity. Sir Henry Worth Thornton said that the Canadian National Railways are using the motor truck in some of the larger terminals for the transfer of L.C.L. freight to and from connections and between freight sheds. So far this practice has proved both satisfactory and economical.

The new thing in the States is the plan worked out by the Pennsylvania Railroad and now being tried also by the New York Central Railroad. These two systems are hiring motor trucks to replace local freight or goods trains. As explained by Mr. Dahl, the scheme used on the Pennsylvania system is as follows: A train will start out loaded with package or L.C.L. freight for a 30-mile route. Ordinarily stops would be made at some twenty stations along this route, a few packages would be left at each station, so that the service would be slow and expensive. Under the new plan stops are made only at three or four stations along this route, packages for the nearby stations are left, and these packages are delivered by motor trucks or lorries over the highways to the local stations. The consignee picks up shipments just as he did before, he pays the same tariff rates for the transportation of the goods, and while the time required for shipping may be decreased, the main gain is to the railroad in the form of lower operating costs.

The Pennsylvania Railroad was represented at the Congress by R. S. Hurd, who indicated its satisfaction with the motor auxiliary by the statement that some new and interesting developments were under way and would be made public in the near future. Mr. Hurd called attention to the horse-drawn vehicle as the main source of traffic congestion, and thus an obstacle to the economical use of motor vehicles. He would have laws passed in every city, designating two streets on which horses could not be used.

A place for each, and each in its place: this doctrine or principle was expressed approvingly by many speakers during the proceedings. It is becoming generally recognised, among other carriers, Mr. Dahl said, that the motor truck has its place, not in competition with, but as a corollary to railway and waterway transportation and its own particular service to perform within restricted mileage limits. Steam and electric railroads are the logical operators of motor trucks and motor buses as a supplement to their present facilities.

Approval of the policy of co-ordinating transportation facilities was either implied or expressed by delegates from many countries. There was some feeling that the motor vehicle should be pushed, regardless of other mediums of land transport; and the attitude was taken that the rails were doomed, if not to extinction, at least to a future of limited scope. But the general sentiment was in favour of a harmonious development of all forms of transport. In the new countries highways should be built as connecting links with railheads and with railroad stations. In the older and thickly settled parts of the world the motor should take over the retail work of transportation, for short hauls, in congested districts where the flexible vehicle has an advantage, leaving to other forms of transportation the long-haul handling of bulky commodities in large quantities.

Enthusiastic applause greeted Sir Henry Worth Thornton's concluding remark, that the war was over, and now all should work together for the advancement of civilization.

MOTOR BUSES AND TAXICABS.

As a passenger facility, the motor vehicle seems to interest the railroads only slightly. Sir Henry admitted that it might prove satisfactory for a limited class of service. This he described in a few words, as the traffic on branch lines and in large terminals. He was experimenting with self-propelled

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rail cars of the unit type, in branch line and local service, but there was still much to be done before they were entirely satisfactory.

Reports from other delegates showed, however, that the bus and the taxicab, that is, public service motor vehicles in general, have had a tremendous development all over the globe. The desire to ride on rubber is found in all nations, and when the individual vehicle is impossible on account of its cost, then the public receives the bus or taxicab with open arms.

Government ownership of the rail systems may prevent the development of privately owned bus systems, although even the government may operate buses almost side by side with the private companies. In Italy, Signor Stroppa Quaglia said, public service motors are found on every main highway, carrying passengers and goods in separate vehicles. The Government has even gone so far, he told the Congress, as to build highways specially for the motor common carriers.

Somewhat similar conditions are found in Switzerland. Representing the Chambre Syndicale Suisse de l'Industrie Automobile du Cycle et Parties was Mr. W. Buner, who spoke of twenty or more Alpine bus routes operated by the Swiss Postal Department in the spring and summer. There are a few local services provided by private owners, but the franchises for these are limited because of the state-owned rail system.

The popularity of bus services was indicated by a report from the Argentina. Senor Guillermo Widmer, of the Touring Club Argentino, said that bus service was first started in Buenos Aires in January, 1923, over a single 5-mile route. April of this year found thirty-five routes being worked in the city, from five to ten miles long, and there were also three or four sight-seeing companies. In addition plans were being made for several express lines to carry freight or goods.

As Myron E. Forbes, president, Pierce-Arrow Motor Car Company said at a session devoted to motor buses and taxicabs: "We in America are beginning to realise that the whole world is taking up the motor bus in a friendly way. For some of you, it is filling up the gaps in your splendid transportation systems, as in this country, too. For others, it is providing rapid and comfortable transportation and replacing antiquated modes of travel—making civilisation more efficient." This statement was confirmed by the delegates from many countries, as far as the existence and popularity of bus services was concerned. They brought out the fact, however, that much could be done to improve the equipment used. From all reports a medley of chassis, derived from motor cars, trucks or lorries, some rebuilt for the service represent the rolling stock in use by the bus systems in various countries.

Much the same thing might be said about the "for hire" cars or taxicabs. Captain Victor Beveridge, of the Dorland International, illustrated this by referring to Buenos Aires. Nine out of ten cars on the streets in that city, he said, carried meters. Most of these public service vehicles were twenty years or more old, European products sold second-hand for taxi service. In Cuba, Signor F. Ortiz reported, thousands of small American cars were plying the streets, carrying passengers within a two-mile limit for twenty cents (20c.) American money. This cheap transportation is not found everywhere however. Switzerland, according to Mr. Buner, has taxicabs in the larger cities, but the service is expensive. Mr. G. N. Penso, representing the Jamaica Imperial Association, said that taxicabs had been tried but discontinued on the island, owing to the failure to use meters and the lack of a proper system. He believed, however, that if operated according to modern methods, taxicabs could be used successfully on the island of Jamaica.

The modern taxicab idea is developing rapidly all over the world, said John Hertz, president, Yellow Cab Manufacturing Company. Up-to-date service is now found in Buenos Aires, Santiago, Chile; Mexico City; San Juan, Porto Rico; Tokyo, Japan; and in the larger cities of Canada. Installations are being made, he added, for a 100-cab company in Paris; 10 cabs in Copenhagen, 10 cabs in Stockholm; 250 cabs in Melbourne and Sydney, Australia. Mr. Hertz gave Europe credit for his success in operating taxicabs. From a study there before the war he gained the ideas of a light, small vehicle, of doing business on a strictly cash basis, of refusing to pay hotels and clubs for the privilege of standing in front of their property. But because of the Great War development in Europe has been retarded, so that to-day Europe is learning its taxicab lessons in America, according to Mr. Hertz.

GOVERNMENTAL POLICIES.

Outstanding developments in legislation, as affecting motor vehicles in the States, were reviewed by H. H. Rice, president, Cadillac Motor Car Company. His references to the work of the Motor Vehicle Conference Committee, representing the national associations of users, dealers and manufacturers, and engaged in the formulation of fundamental and equitable principles for motor legislation, brought forth commendation from the delegates beset by problems of taxation and other forms of governmental restriction.

The knowledge secured of the work done by the Motor Vehicle Conference Committee was one of the most helpful results of the Congress, according to Mr. J. H. Hoepli, representing the Touring Club Suisse and also the Swiss Department of Justice and Police. This knowledge, he believed, would help to break down obstacles to motoring all over Europe. The Swiss laws were unique, Mr. Hoepli said, in that all motorists are required to take out insurance covering personal injury and property damage.

In other countries, as in the United States, there is a constant tendency to increase the cost of motoring. Proceedings at the Congress showed attempts being made in various countries to cut down the import duty, or the amount of the annual taxes, to keep down the expense for fuel by new products made from the forests or plants of the field, and to educate the public as to the value of nation-wide systems of highways.

Restrictions to the import of motors, it was shown, were present in many countries. Only 200 a year from the United States are permitted into Austria, and imports in the future are likely to be limited by a high tariff program now under way. These facts were presented by Herr H. Weinberger, representing the Verband Oesterreichischer Automobil-Industrieller. At present, he said, the outstanding need for better conditions in Austria is the securing of uniformity in taxation and provision that motor vehicle taxes be applied to highways, which is not now the case.

Germany is likely to restrict imports, for fear they will upset the currency, which according to Herr Johannes Buschmann, of the Deutscher Automobil-Haendler Verband, has now been stabilized. But motor cars must be imported, as they cannot be made in sufficient numbers to supply the demand. The country was not rich enough, he said, to be without motor cars.

FINANCE.

The subject of financing motor sales was discussed at a special session at which it was stated that 75 per cent. of all motors in the United States are sold on a credit basis.

SUMMARY.

In this rather summary account of the World Motor Transport Congress, it has been practicable to mention only the more important features of the formal addresses and the informal discussion. Besides those already referred to, a number of addresses were presented and received with appreciation. A. J. Brosseau, president, Mack Trucks Inc., outlined the policies developed by the various United States in financing of roads. Roy D. Chapin, chairman of the board, Hudson Motor Car Company, analysed the relation of the highways to other means of transportation. Edward S. Jordan, president, Jordan Motor Car Company, discussed effective advertising of motor vehicles. F. J. Haynes, president, Dodge Brothers, treated the relations of the dealer and maker of the motor car under the heading, Sound Business Promotion.

Addresses were also given by Thomas P. Henry, president, American Automobile Association, on the association of motor vehicle owners as an agent of progress; for John Butler, president, National Automobile Dealers' Association, on the economic functions of the automobile dealers' association; and by Alfred Reeves, general manager, National Automobile Chamber of Commerce, on the automotive manufacturers' associations as links in co-operative helpfulness. One session of the Congress was held jointly with the delegates to the National Automotive Service Convention, when matters relating to maintenance as practiced in the States were discussed.

A formal banquet was tendered the delegates on the evening of May 24th, with Roy D. Chapin presiding. There were no set speeches. Mr. Chapin thanked the delegates for their continued interest in the proceedings of the Congress, and wished them a happy voyage home. Thus ended the first World Motor Transport Congress.

Motor Ferry in the Highlands.—The Royal Scottish Automobile Club advise that a motor-driven ferry boat, capable of carrying vehicles up to 3 tons in weight, has been installed by them at the Kylesku Passage, Sutherlandshire, and is now in operation. The presence of this ferry now permits of a direct circular tour being taken round the extreme North-West of Scotland. Formerly motorists visiting the South-West Coast of Sutherlandshire, and desiring to continue their journey to Scourie, Durness, and Tongue, were forced to return to Lairg to do so. As a result of the ferry service, their journey will be shortened by about 70, miles.

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"The Next Five Years of Aerial Transport."*

By Col. W. A. Bristow (Member).

THOSE interested in the development of this very young branch of transport are under a considerable debt of gratitude to the Institute in respect to the many opportunities it has already afforded for the discussion of this subject, and by its inclusion at this Congress it has again indicated a policy of encouragement and a breadth of vision that augur well for the future co-operation of those engaged in the various forms of transport.

When Mr. Holt Thomas started the first London-Paris service he had little to support him but his own foresight and enthusiasm.

His equipment was unsuitable, there was none of the present important wireless facilities, the public was apathetic, the pilots were largely learning their way, there was no Government subsidy, and apparently there was little return for the vast expenditure.

This early work, as is common knowledge, was continued by the Handley-Page Co., the Instone Air Line, the De Havilland Co., and the Daimler Airways, and between them they established most important and valuable transport services.

A consideration of the results may be divided approximately into two parts, commercial and technical, but in many cases the two aspects are so mutually dependent as to render any hard and fast division impossible. Reviewing the lessons of the first category, however, the first in order of importance arises out of the difficulties due to the wide seasonal fluctuation in the amount of traffic.

During the summer, coincident with a good demand for aerial facilities, it has been possible to run regular daily services for many consecutive weeks without a break, but the winter too often shows a lamentable state of affairs.

The total number carried per year is as follows:—

May 1st, 1921, to April 30th, 1922	11,131
May 1st, 1922, to April 30th, 1923	14,365
May 1st, 1923, to April 30th, 1924	14,301
	39,797

At first glance, it would seem that, on the whole, there was little progress as regards traffic in the last two years, but the figures alone are rather misleading.

In the first place, in the figures for the last twelve months, no account is taken of the enormous increase in the goods traffic. Secondly, a very bad winter followed by no British flying this last April caused a somewhat exceptional loss of traffic in the last few months of the annual cycle. As an index to the growing popularity of air travel it would probably be fairer to compare the summer figures, these being less liable to dislocation by bad weather. For the seven months from March to September inclusive, in 1922 and 1923, the figures are:—

1922, 7 months, March—September	9,479
1923, 7 months, March—September	13,577
Increase	4,098 or 44%

The results are even better when the growth in the goods traffic in 1923 is taken into consideration. This will be referred to later.

Taking the maximum and minimum monthly figures of passenger traffic for each of the three years, the differences work out as follows:—

	Passengers.		Passengers.		Passengers.
1921/2 Max. (Aug.)	2064	Min. Jan. 1922 ...	144	Difference... ...	1920
1922/3 ,, ,,	2591	,, Feb. 1923 ...	413	Difference... ...	2178
1923/4 ,, ,,	3049	,, ,, 1924 ...	413	Difference... ...	2636

This means that the peak load is increasing and that the difference between summer and winter traffic is becoming so serious as to render it extremely difficult to run all the year round on an economical basis. Imagine the chaos in the financial affairs of a railway company which had each year to face long periods in which four day's average summer traffic *over the whole system* had to be spread over a month.

This then is one of the most serious factors revealed by the work of the pioneer companies and as will be seen from the table, all the individual results are more or less on the same general lines.

The question naturally arises as to the cause of the considerable and ever-increasing peak compared with the low and stationary parts of the curve at each end. The causes are mainly of a three-fold character and their order of importance is probably as follows:—

(1) There are not nearly so many first-class Continental passengers in the winter as in the summer.

(2) That some who do travel all the year round will go by air in the summer, but not in the winter owing to the unreliability of the services and the greater risk involved.

(3) That in the winter, due to weather and shortness of daylight, the companies often have to refuse those who are desirous of travelling by air.

It is not easy to see a remedy for (1), and the minor difficulties mentioned in (2) and (3) will only gradually be surmounted as the services are made more safe and reliable in the winter months.

Even then, however, the trouble will remain, and in my opinion, it is essential to combine the carrying of freight and passengers if the business is to have a reasonable chance of success.

Those engaged in other branches of the transport industry may feel tempted to remark as to the obviousness of such a course, but it certainly has not been generally recognised as a necessity or even a desirability by some of the companies concerned.

The objections to handling freight have not, however, been entirely groundless. In the main, it has been necessary to depend upon a multiplicity of small articles, it being impossible for instance, for economic reasons, to secure such a load as, for example, 500 tons of rails. When the aeroplane freight business started, I think it was Mr. Holt Thomas who invented the slogan, "We collect your goods in London and deliver them in Paris the same day," and it was a good slogan, and, as long as the policy was carried out, it conferred considerable benefits upon certain trades in the two cities. But, unfortunately, it did not pay, as the cost of running about with vans all over London and Paris collecting and delivering large numbers of small articles absorbed almost the whole of the cost of carriage that the business would stand.

This placed a damper on the freight business and out of the early experience arose the expression, "We don't want freight, we want passengers, as they handle themselves." I have heard this remark many times and even read it in the Journal of the Institute of Transport, pages 137 and 138, No. 4, Vol. 4.

It is one of those remarks which have a certain vogue, but for which there is little or no justification. In the first place, passengers do not handle themselves; and secondly, the freight business can be conducted in such a manner that so far as the handling is concerned the work to be done by the transport company is small.

About a year ago the Instone Air Line decided to give the freight business another trial but on a new basis. They offered to carry freight from aerodrome to aerodrome only, the sender and consignee having to deliver and collect goods to and from dumps established at each terminus.

The company further let it be known that they did not guarantee to carry it in all cases on the day of delivery, or even the next day, but would undertake to carry it as soon as possible on the understanding that the whole of it should go in three days at the most. In any case, it was bound to arrive at destination many days if not weeks ahead of the ordinary train and boat services.

All classes of trades seized the opportunity and often the only difficulty was to prevent traffic assuming such proportions that it could not be handled.

The following table shows the weight of passengers and goods carried per month from the inauguration of the goods service.

TABLE B.

PASSENGER AND FREIGHT RETURNS FOR THE 12 MONTHS ENDING JANUARY 31ST, 1924, SERVICE—LONDON, BRUSSELS, COLOGNE. DISTANCE—330 MILES.

Month.	No. of journeys.	Number of passengers carried	Freight carried (pounds).	Total weight of goods converted into passengers (11st. each).	Total number of passengers and equivalent.
1923.					
February	83	121	—	—	121
March ..	71	277	—	—	277
April ...	65	320	8,236	53	373
May ..	102	382	21,041	136	518
June ...	99	377	40,377	262	639
July ...	109	507	45,443	295	802
August ...	130	492	78,931	512	1,004
September	128	307	87,041	565	872
October ...	93	131	115.522	750	881
November	77	91	66,158	430	521
December	44	39	32,971	214	253
1924					
January ...	53	49	55,162	358	407
Totals ...	1,004	3,093	550,882	3,575	6,668

* Extracts from Paper read at the Institute or Transport Congress at Bristol, May 30th, 1924.

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As will be seen, for the first seven months there was a continuous increase in the weight of goods carried and the figures do not show any falling off until the bad weather began in November.

Looking at the passenger figures only, it will be seen that, in July, there were carried 507 and, in December, 39; a ratio of exactly 13 : 1. If, however, the weight of goods is converted into the equivalent of passengers as shown, it will be found that August becomes the busiest month with passengers and goods equivalent to 1,004, and December the worst, with 253; a ratio of only about 4 : 1, instead of 13 : 1.

Further, it will be noticed that between July and October the passengers fell from 507 to 131, but the total traffic remained the same, in fact it increased from 802 in July to 881 in October.

It is true that much of this traffic was carried at a less rate per pound than passengers are carried at, but, on the other hand, much of it was utilised to fill machines up to their total weight after allowing for the passenger load.

It was little thought when the business started in April that October would see 50 tons carried by air and further business being turned away daily.

On the whole, therefore, it would appear certain that the next few years should witness a considerable expansion of the freight carrying side of the business. In fact I think it will be agreed, in the light of the figures given, that aerial transport cannot be commercially successful whilst the traffic is restricted to a widely varying stream of passengers only, a stream moreover which in the winter is reduced to the merest trickle.

It also appears reasonable to suppose that the goods traffic must be quickly resolved into two classes:—

(a) Comparatively small and urgent consignments which can be used as make-weight on the 100-miles per hour passenger machines.

(b) Bulky packages and large lots which could be carried in special freight machines having a cruising speed of about 70 miles per hour only.

The provision of some machines of this latter type would allow the cost per ton-mile to be considerably reduced. There would be an increase in the paying load per h.p. due to two reasons: structure weight could be saved by not having to provide for passengers, and the total loaded weight per h.p. could be increased, due to the reduction in performance. It should be possible to produce a freight machine to-day capable of carrying at least 50 per cent, more paying load per h.p. To a limited extent, this policy of having two classes of machines has already been carried out, the old Vickers Vimy having been stripped and converted into a freight carrier. This machine was one of the original twin-engined passenger machines operating on the London-Paris service. Carrying 12 passengers and provided with two Rolls Royce "Eagle" engines, it has been flying regularly for four years over most of the main European routes and is still in regular use in its converted state. This machine, however, has few of the advantages that would be possessed by a modern machine constructed specially for the purpose.

As mentioned earlier, bad weather is another cause of the slump in the winter traffic figures.

Lastly, but of considerable importance, is the obvious necessity for continuous running during the peak period from June to September, in order that the total number of aircraft may be kept at the lowest possible figure. Every aircraft maintained above the essential maximum may easily involve a loss in respect of depreciation, obsolescence, insurance and static maintenance of at least £3,000 per year, and with large aircraft the loss would probably reach a much higher figure.

Having reduced the traffic to a more equal stream, the next problem is to carry it at a profit, and, here again, the aerial transport operator is confronted by a number of most stubborn problems. It is a melancholy fact that the over-all cost of the transport of passengers and goods by air, works out at a figure that the public as a whole will not pay and, for the present at any rate, a subsidy is necessary if the business is to continue.

An examination of the various causes that contribute to the high cost and a consideration of the manner by which they can best be reduced will, to a large extent, reveal the probable character of the technical development of the next few years.

The chief factors contributing to the high cost may be summarised as follows:—

(1) The high speed at which the traffic is carried.

(2) The small proportion of paying load relative to the horse-power required.

(3) The highly stressed and expensive character of the engine and the high cost of fuel.

(4) The non-permanent character of the aircraft structure.

(5) High "trip" costs relative to the size of the loads carried.

(6) The rate of reserve at present necessary for depreciation and obsolescence.

The length of routes is increasing, stages of 700 miles per day have been worked and experience indicates very strongly that passenger aircraft should have a cruising speed of at least 100 m.p.h. and have a range that would allow of journeys of about 350 miles to be undertaken without refuelling on all but very exceptional days.

In view also of the high overhead charges, the oftener the aircraft can be turned the better, as is the case, of course, with ships and other transport vehicles, and obviously there would be a point at which the loss due to reduction of revenue would be greater than the saving in the cost per ton-mile.

If, however, the growth of the freight traffic warrants the laying down of special machines, then there would appear to be scope for a considerable reduction in the cost per ton-mile by reducing the cruising speed to 70-75 m.p.h.

PROPORTION OF PAYING LOAD.

At present, the weight of paying load is in general less than 25 per cent. of the total fully loaded weight of the aircraft. Examined from another standpoint, it is not more than four pounds in weight for every horse-power of the power plant, or 45-50 h.p. is required for every passenger.

This weight per horse-power factor is, therefore, of the utmost importance. A saving in the weight of the engine and/or structure of only 1 lb. per h.p. would add no less than 25 per cent. to the paying load, provided that the alteration did not adversely affect the flying qualities of the machine, especially during the taking off period.

In my opinion, this limitation of the paying load to the low figure of 4 lbs. per h.p. is the most serious of the problems to be solved before the cost per ton-mile can be reduced to an economic basis, and in considering new types of engines and machines, the most important point for first consideration is the effect that would be produced on this vital horse-power loading of 4 lbs.

If I had to allot priority to the various items in a programme of commercial aerial transport research, I should certainly put at the head of the list those items which might result in the improvement of the paying load ratio, as I feel confident that, until this inadequate figure of 4 lbs. per h.p. is materially increased, there can be little hope of the business being established on a self-supporting basis. I am always assuming that measures for the increase of safety will remain paramount as the basic requirement of the industry. This has been urged and agreed so often that I feel it unnecessary to labour the point again.

Obviously, if the paying load were increased to 10 lbs. per h.p., it would avail nothing until and unless the public were completely satisfied as to the safety and reliability of air transport.

COST OF FUEL.

For an 8-seater passenger machine, the cost of petrol works out at about 6d. per mile.

The total fuel bill of a company operating a million miles per annum will probably constitute 20 per cent. of the total annual expenditure under all heads including all overhead charges, depreciation, etc.

Running on the ground, warming up, and tests, add considerably to the total used in the air.

Petrol is the most suitable fuel for aviation engines and, although crude oil will probably come into use, it is not likely to be in general use during the next five years.

The actual cost per ton of fuel is therefore in the hands of the petrol companies, except that the ever-increasing demand for benzole may do something to cheapen this part of aviation mixtures.

The possibility of using crude oil must not be overlooked. Messrs. Beardmore have a very promising design in hand and a single cylinder unit has already been running giving over 100 b.h.p. The successful production of an aero engine of this type would completely revolutionise the fuel cost problem always, of course, providing that the weight horse-power ratio of the engine was such as to leave the paying load margin unimpaired.

(*To be continued.*)

Rejected Licence Appeal.—The Ministry of Transport on an appeal by Mr. G. V. Person, of Gorseinon, has upheld the decision of the Llanelly Watch Committee in refusing to grant a licence for a bus service. The Ministry states that the Committee was quite justified in its refusal.

Rapid Coal Loading.—To speed up the shipping of coal at their Grangemouth Docks, the London, Midland and Scottish Railway Company have installed a 35-tons movable electric crane of the latest improved pattern, with which 250 tons of coal an hour can be loaded into ships' holds.

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Leicester and District Motor Owners' Association.

Third Annual Parade.

THE Annual Horse and Motor Parade held under the auspices of the Leicester and District Horse and Motor Owners' Association was held in the Cattle Market, Leicester, on Whit-Tuesday, June 10th. The parade which is now a recognised feature among the horse and motor owners and drivers was even more successful than its two predecessors, the competition in the 22 classes (14 for horses and 8 for motors) was particularly keen. Great interest is also taken in the event by the citizens of Leicester, many thousands of whom lined the streets to witness the subsequent procession of well-groomed horses and turn-outs, well-appointed motor vehicles, and trade and advertising displays, many of the vehicles in this section being handsomely decorated and cleverly thought out. As in previous years collections were made en route in aid of the Leicester Infirmary.

As last year the members of the association presented a valuable horse to be raffled for in aid of the Infirmary.

The arrangements made for the parade were admirably carried out, the work of judging, which commenced at 9 o'clock sharp, was completed to schedule time and the President Mr. H. Leedham, the Secretary, Mr. W. H. Perry, and the Committee are to be congratulated upon the completeness of their arrangements. The following gentlemen kindly officiated as Judges:— Horse Section.— Messrs. J. Shakespeare, E. A. Lane, F. E. Randle, J. W. Stops, H. Bamber, Arthur Woolley, H. Beck, Chas. Haywood, M.R.C.V.S., J. Allcock, W. B. Coles, F. S. Freckleton, J. G. Pickard, and Councillor A. Whittle.

Motor Section.— Messrs. W. Golland, G. H. Clark, W. Hewitt, W. E. Sturgess, Percy Brayshaw, Harold Brayshaw, N. S. Sargeant, C. Spencer, L. Spencer, Wm. Allen, and Kemp Gee.

Trade and Character Displays.—Councillor F. A. Toone, Messrs. Jas. Hartopp, E. Hearth, Councillor A. Hawkes, and Mr. A. M. Wells.

Prizes were awarded in the various classes exhibited.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

ST. HELENS TYRES.

To the Editor of THE WORLD'S CARRIERS.

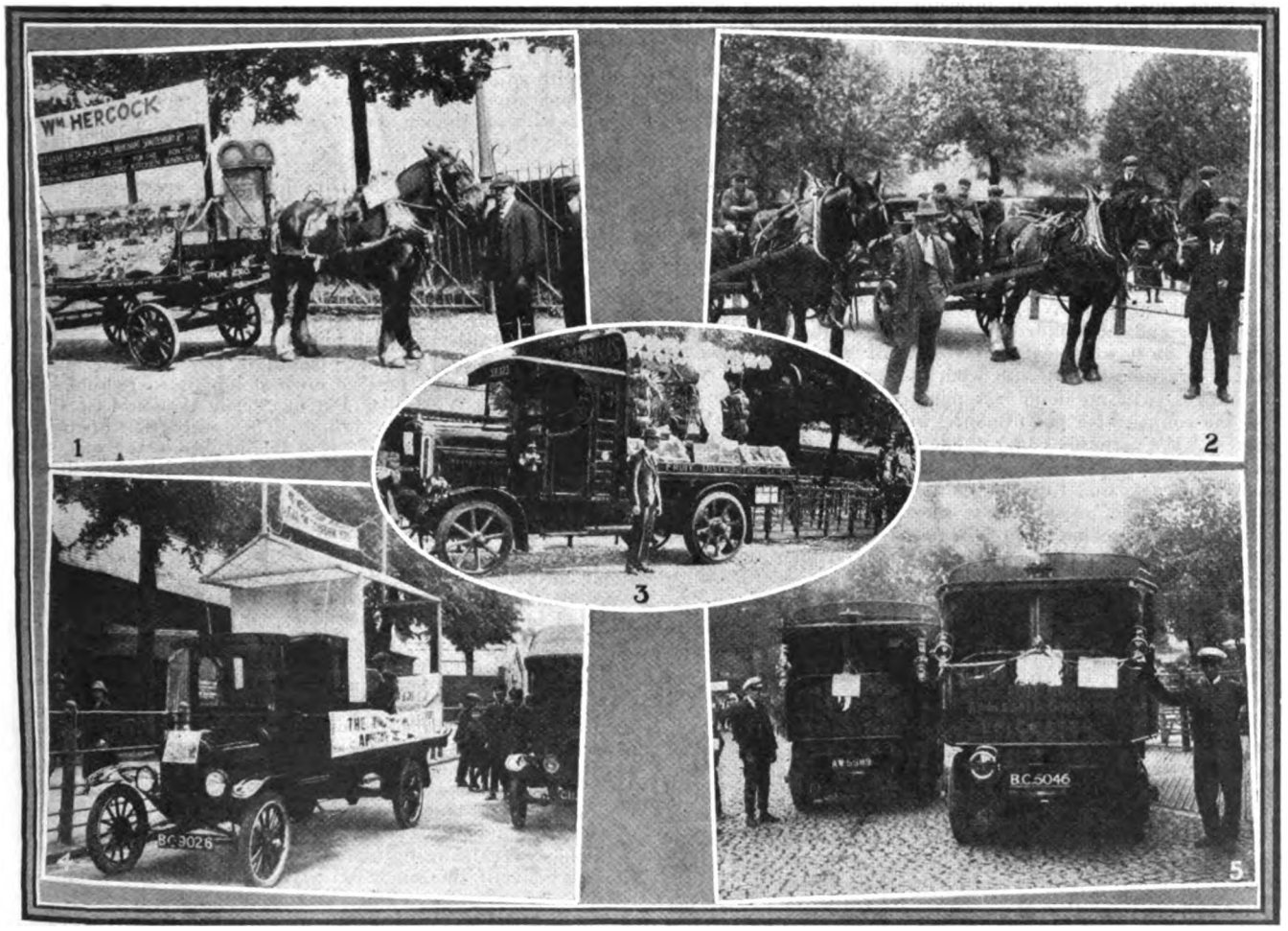
DEAR SIR,—We are interested to note on Page 291 of your issue of the 16th inst., a reference to a "Q" type Thornycroft vehicle exhibited at Wembley which is stated to be shod with "St. Helens Patent Cushion Tyres."

There appears to be some misunderstanding about this, as the vehicle in question is apparently fitted with our standard Solid Tyres, and we would explain that the St. Helens Patent Super-resilient tyre is only recommended for use on passenger-carrying vehicles or under other special conditions where an extra degree of resilience is required. For ordinary goods-carrying vehicles we find our standard St. Helens Solid Tyres to be ideal, and, in view of the very long mileages obtained, most economical.

Incidentally you will observe that we refer to our specially resilient tyre as the St. Helens Patent Super-resilient Tyre and would mention that this trade name has been associated with tyres of our manufacture since the origination of our patent tyre some eleven years ago; the all-soft rubber cushion tyre being of much more recent origin and if we may say so, of rather less efficient design.

Yours faithfully,
ST. HELENS CABLE AND RUBBER CO., LTD.,
T. H. BROOKE,
Rubber Department, Sales Manager.

Slough.
1st July, 1924.



Photos] LEICESTER HORSE AND MOTOR PARADE. [WORLD'S CARRIERS.

1.—Mr. Wm. Hercock's first prize winner.
2.—A fine pair of singles entered by Messrs. Leedham Bros.
3.—A first prize "Leyland" with a ripe and ready load.
4.—A "Ford" owned by Messrs. Leedham Bros.
5.—Prize-winning "Leylands."

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Royal Agricultural Show, Leicester.

FROM our readers' point of view no doubt the principal exhibits of interest were the new undertype shaft driven steam wagons. Since the first one of this type was shown the design has caught on and, in addition to the two new ones making their appearance at the Royal Agricultural Show, other firms are also experimenting but their models have not reached a sufficiently advanced stage to enable their makers to place them on the market with confidence.

The modern undertype steam wagon deviates more markedly from original design than that of any other road transport vehicle we know. It has been necessary to develop this type in order to compete with the heavy type internal combustion engined vehicle, which has gradually been making devasting inroads into the markets which the steam vehicle had held and thought to hold practically inviolate.

The internal combustion engined vehicle has created a demand for a vehicle clean and wholesome to behold, handy to work, handy to control and capable of considerable speed. We are still firm believers in the overtype steamer for heavy work where high speed and appearance are not vital considerations, nevertheless, we recognise the need for the new type of steamer and have every admiration for the steam vehicle manufacturer who has risen to the occasion with most commendable ability, enthusiasm and marked success. At the same time it is interesting to note how materially designs may differ to achieve the same ends.

In the design of these new vehicles admittedly the transmission system of the petrol chassis has been copied, but not so slavishly as to deprive the steamer of its individuality. We think this is good and, probably earlier attempts in this direction would have obtained more popularity had less attempt been made to give the steamer the appearance of the petrol vehicle and had some of the more or less finicky fittings incidental to flash boilers and condensing engines been left out in favour of the more robust propositions and fittings of the non-condenser.

The new models to which we refer have the desirable quality of silence in a more marked degree than either the petrol or the electric vehicle, though we cannot say at the moment whether this property of silence can be maintained in a satisfactory degree after some months hard work.

Experts apparently differ as to the most suitable types of boilers and engines. We had thought that the vertical water tube boiler and the double h.p. engine had come to be acknowledged as most suitable for this class of work, but the new type of fire tube boiler, with what appear to be very obvious advantages, will no doubt set many designers thinking and also the comparative performance will be watched with keen interest. We certainly congratulate Messrs. Lewin and Mann, the designers of the two new steam vehicles for Messrs. John Fowler & Co., Ltd., and Mann's Patent Steam Cart & Wagon Co., Ltd., respectively, on their products as being very promising vehicles and we hope to have the pleasure of congratulating them in, say, a year's time, on their success in actual performance.

With regard to other steam wagons: practically all the other well-known manufacturers were represented but modifications in design were so slight that comment in this direction is not necessary. The overtype vehicle predominated and we are glad to note that in spite of severe competition it still holds its own in various markets, judging by the number of repeat orders.

Another feature of the Royal Show was the Sentinel steam bus. There are no doubt possibilities for it in this country, but we believe the real object the makers have in view is the overseas market, in certain of our Dominions and in foreign countries where steam is in greater favour than other sources of power.

It has been said that the motor vehicle would never oust the horse until the former would start at the word "Gee Up" and stop at the order "Whoa." This remark was of course made as a joke but it looks as though it is coming near realisation when a vehicle makes its appearance which is at least driven by reins. This was the Fowler two-wheel tractor, intended more particularly for agriculture, but no doubt the principle can be developed for other purposes; both forward haulage, backing and steering are all under rein control—a very slight pull on either one or both of the reins causes the tractor to respond with utmost docility. The control is obtained by friction clutches coming in contact with the engine fly wheel. Both starting and stopping also are under the rein control.

On the Eagle Engineering stand was shown a further development of the two-wheel trailer, the either side tipping body having been fitted to it.

On the Aveling & Porter stand a single-cylinder oil-driven road roller is exhibited, this we were told was intended more for the overseas than the home market; we propose giving a description of it in our sister journal, ROADS AND ROAD CONSTRUCTION.

On Richard Garrett's stand was shown their now well-known undertype steam wagon which has undergone a little modification in that the clinkering door is now at the near side instead of at the front.

On the Foster stand, in addition to the steam wagon and traction engine exhibits, there were several models of the "Common Sense" oil pump for lubricating steam engine cylinders; this has been standard on their own engines for some considerable time and it has proved to be so satisfactory that the firm has decided to place it on the market. They state that the great success of this pump is due to its spring-operated plunger which makes the delivery stroke at a high speed, whereby any leakage past the plunger is of no importance.

Barford and Perkins were showing a complete range of motor rollers varying in weight from 35 cwt. to 12 tons.

Clayton & Shuttleworth and Clayton Wagons, Ltd., both occupying the same stand, amongst other exhibits were showing a 5-ton electric vehicle with single motor, differential cross shaft and roller chain transmission; the chassis was fitted with an end tipping gear, a 1,000-gallon tank and sprinkling apparatus; there was also a 6-ton undertype steam wagon with a tipping body with Bromilow & Edwards' hydraulic tipping gear.

Ransomes, Sims & Jefferies were also exhibiting a 6-ton overtype steam wagon with hydraulic tipping gear and a 5-ton all-steel trailer. The trailer frame is of rolled channel steel.

Dennis Bros., were showing lawn mowers only.

Tasker & Sons showed a steam wagon, a tractor and a 6½-ton tandem steam roller which we shall describe in ROADS AND ROAD CONSTRUCTION. We missed however the presence at the stand of our old friend Mr. Hoare, who was kept away owing to ill health; we wish him a speedy recovery.

We have referred at some length to the two new shaft-driven steam wagons, but we must not omit to remind our readers that the Yorkshire Patent Steam Wagon Co., Ltd., were the pioneers of this design. They were showing their 7-ton model which has a vertical engine inside the cab, the well-known double-ended Yorkshire loco type boiler, a three-speed gear box and bevel and spur rear axle drive. We have previously fully described this vehicle and we are informed that it has undergone very little modification.

In addition to the new shaft-driven steamer on the Mann stand, already described, there was exhibited the 6-ton overtype wagon, the very excellent performance of which we reported in our June number last year, the wagon exhibited was built to the order of Constable Hart & Co., Ltd.

Fodens, Ltd, showed two six-ton overtype steam wagons, one with a standard body and the other with a brewers' type body. We were informed that amongst recent orders one was for the King for service on his Balmoral Estate. Fodens are particularly fortunate in securing the patronage of millers, having recently sold two to Messrs. J. Rank & Sons, two to Messrs. Kidds, of Isleworth, one to Seth Taylor, two to A. H. Allen & Co., and several to Messrs. Chas. Brown & Co., of Croydon and Shad Thames, S.E.1.

Allchins were showing two 6-ton steam wagons, one with a tipping body of the single screw type and the other with a fixed body.

Amongst the accessories, etc., we must not omit to mention the very attractive pavilions and interesting exhibits of the British Petroleum Co., the Shell Mex and the Anglo-American Oil Co., the most comprehensive display of accessories by W. H. Willcox & Co., Ltd.; the Vacuum Oil Co.'s exhibits of oils and bulk storage oil installations, and the North British Rubber Company's band tyres for tractors.

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Photos] ROYAL AGRICULTURAL SHOW, LEICESTER. [WORLD'S CARRIERS.

1.—Burrell Steam Wagons and Road Locomotives.
2.—Clayton Steam Wagons and Road Rollers.
3.—Well-known trailers and "Eaglyte" lighting sets by the Eagle Engineering Co., Ltd.
4.—Famous Fodens.
5.—Foster Steam Wagons and Traction Engines.
6.—A fine display by John Fowler & Co., Ltd. The new Fowler steam wagon in foreground.
7.—The Garrett 6-Tonner.
8.—The Ransome Steam Wagon.
9.—Super-Sentinels.
10.—The Yorkshire Shaft-Drive Steamer.

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The Sheffield C.M.U.A. Parade.

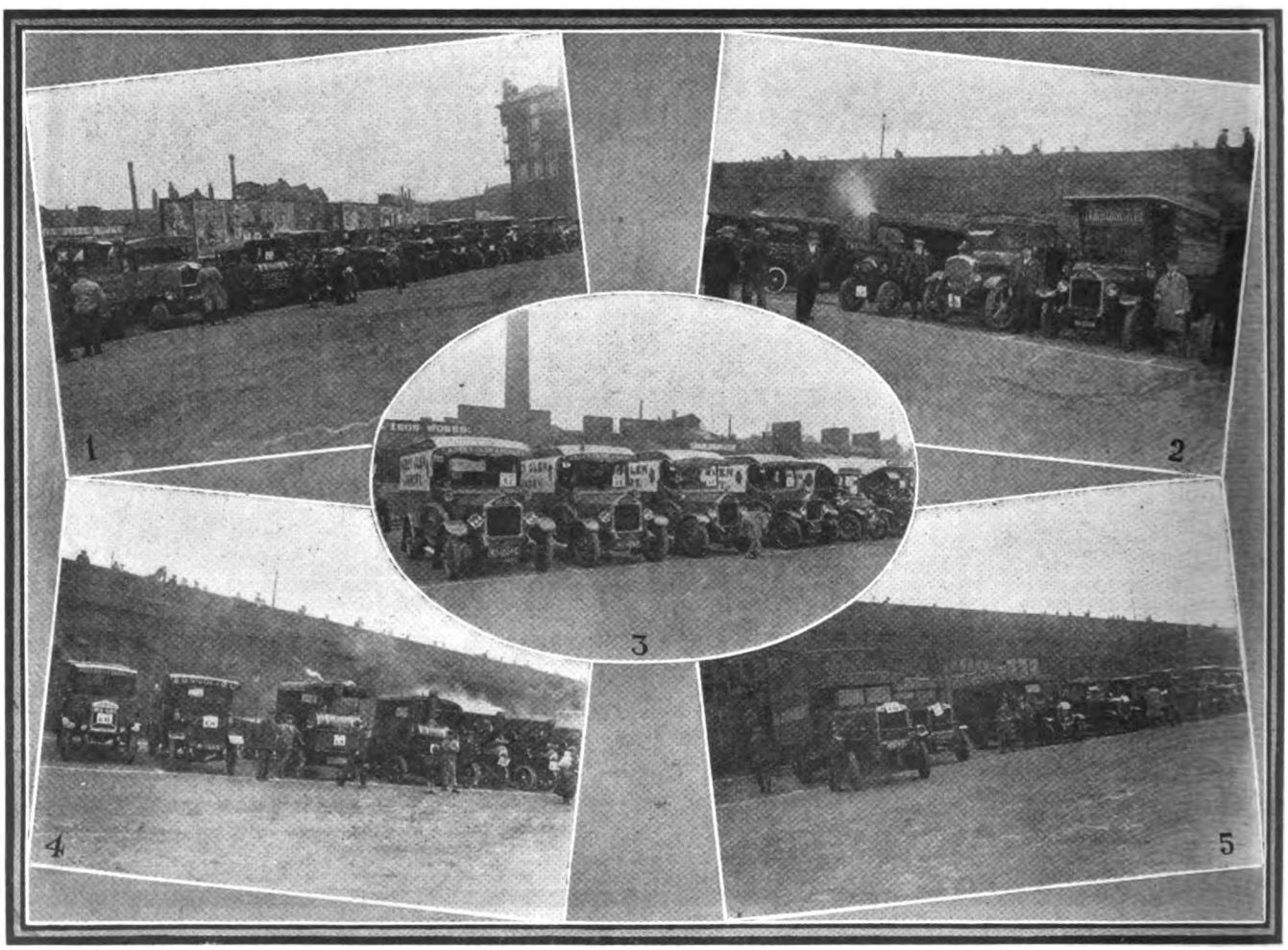
Second Annual Event.

THE Second Annual Commercial Motor Vehicle Parade held under the auspices of the Sheffield and Rotherham Area, North Eastern Division, C.M.U.A. took place on Saturday, June 28th, on the Fair Ground, at Blonk Street. Hitherto at functions of this kind, the passenger vehicle has generally been conspicuous by its absence, due naturally to the fact that Saturday is their busiest day. Sheffield with commendable forethought made a special effort to permit this type of vehicle to compete, and arrangements were made for the vehicles to parade for judging at 6.15 on the preceding evening. The energetic secretary, Mr. W. Wakelam, and the Parade Committee are to be congratulated upon the success of the innovation, and over 30 vehicles paraded. The winners in this class were Attercliffe Garage Co., 1st; Woodseats Transport Co., 2nd; and Attercliffe Garage Co., 3rd. The judging, which commenced at 1.30, was preceded by a Judges' luncheon at the Royal Victoria Hotel, Mr. Joseph Gibbins, M.Inst.T., the area chairman presiding. The judges included Messrs. F. G. Bristow, F.C.I.S., London; A. R. Fearnley; T. E. Short, Halifax; W. Melling, Sheffield; H. France, Slaithwaite; T. A. Jones, Leeds; Rowland Winn, M.I.A.E., Leeds; W. J. McCormack, Birmingham; C. Cockcroft, Sowerby Bridge; C. Sizer.

The principal event of the day, the Motor Transport Trophy, for a team of three, any make or type, was again won by the Abbey Glen Laundry Co., Ltd., numbers 4, 5 and 6, reading from left to right in our illustration. The Ferodo Trophy for champion single vehicle was also won by the Abbey Glen Laundry Co.

Other awards were as follows:—Class 3.—Three best petrol lorries, any make: 1st Abbey Glen Laundry Co., Ltd. (3 Albions); 2nd, British Petroleum Co. (3 Guys), 3rd, John Grocock (3 Guys). Class 4:—Three best petrol lorries, over 3 tons, British Petroleum Co. (2 Karriers and 1 Albion). Class 5.—Three best steam wagons, any type or make, 1st, I. Vamplew & Sons (3 Robey's) Class 6.—Best single vehicle employed by launderers, drapers, or grocers, 1st and 2nd, Abbey Glen Laundry Co., Ltd. (Albions). Class 7.—Best single vehicle, engaged in petrol or oil transport, 1st, British Petroleum Co. (Albion), 2nd, British Petroleum Co. (Guy), 3rd Anglo-American Oil Co. (Liberty). Class 8.—Best single vehicle, brewers, Old Albion Brewery Co. (Yorkshire). Class 9.—Best single vehicle engaged in steel trade, 1st, Kenyon Bros., & Co., Ltd. (Yorkshire). Class 10.—Best single vehicle operated by municipal authorities, 1st and 2nd, Sheffield Corporation Cleansing Department (Garrett and Edison), 3rd, Wortley R.D.C. (Foster). Class 11a.—Best single vehicle (petrol) engaged by haulage contractors and furniture removers, 1st, Geo. Bury (Sheffield), Ltd. (Leyland), 2nd, John Grocock (Guy), 3rd, S. Bayley & Son (Commer Car). Class 11b.—Steam: 1st and 2nd, I. Vamplew & Son (Robey's), 3rd, Thos. Wragg & Sons (Foden). Class 12.—Passenger vehicles already mentioned. Class 13.—Best single vehicle owner-driver, Hampton Transport [S. C. Batty], (Albion). Class 14.—Best single A.E.C., National Benzole Co. Class 15.—Best single Vulcan, Carter, Milner and Bird. Class 16.—Best single Garrett, Sheffield Corporation Cleansing Department. Class 17.—Best single Robey Steam Wagon, I. Vamplew & Son. Class 18.—Best single Yorkshire Steam Wagon, Old Albion Brewery Co.

This year the parade committee with happy forethought decided to utilise the parade in the cause of charity. At the time of going to press we were not in possession of the full results of their activities, but up to the day of the parade the hospitals had benefited by the magnificent sum of £285, this amount having already been promised or collected.



Photos] THE SHEFFIELD C.M.U.A. PARADE. [WORLD'S CARRIERS.

1.—Yorkshires, Sentinels, Leylands and A.E.Cs.
2.—Messrs. John Walsh's fleet of Fodens, Saurers and Albions.
3.—The Champion Team of Albions.
4.—Showing Karrier and Garner Petrol Lorries and Yorkshire and Robey steamers.
5.—Leylands, Guys, Albions and Thornycrofts.

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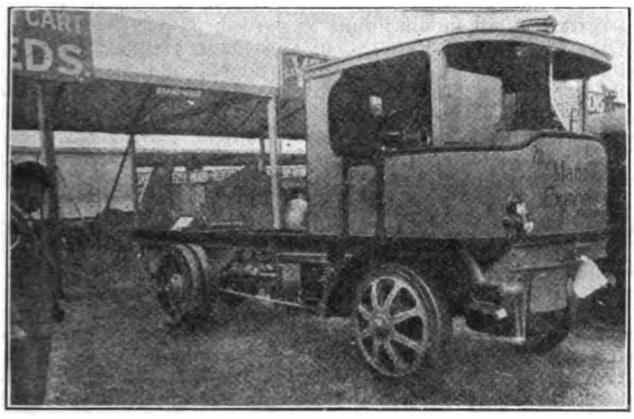
The Mann 6-ton "Express" Steam Wagon.

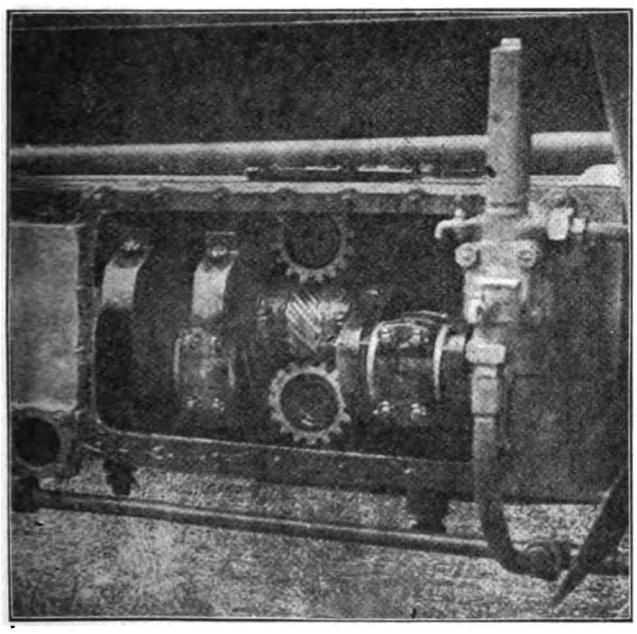
CRITICS of steam wagon design and users were undoubtedly very favourably impressed with the new 6-ton Mann undertype steam wagon exhibited for the first time at the recent Royal Agricultural Show at Leicester. Accessibility and simplicity have always been outstanding features in the Mann



Photo] [WORLD'S CARRIERS.
GENERAL VIEW OF MANN NEW SHAFT-DRIVEN STEAMER.

designed vehicles, and in this case we certainly consider they have excelled in arranging the layout of their 6-ton undertype steam wagon. They have done this and at the same time have obtained a robust construction which it will be hard to improve upon or even equal.

The new Mann undertype has a vertical boiler with horizontal water tubes; a double high pressure engine placed crosswise of the frame, a two-speed gear and a worm-driven rear axle, the whole most simply arranged, easy access to every working part and complete freedom from intricate or

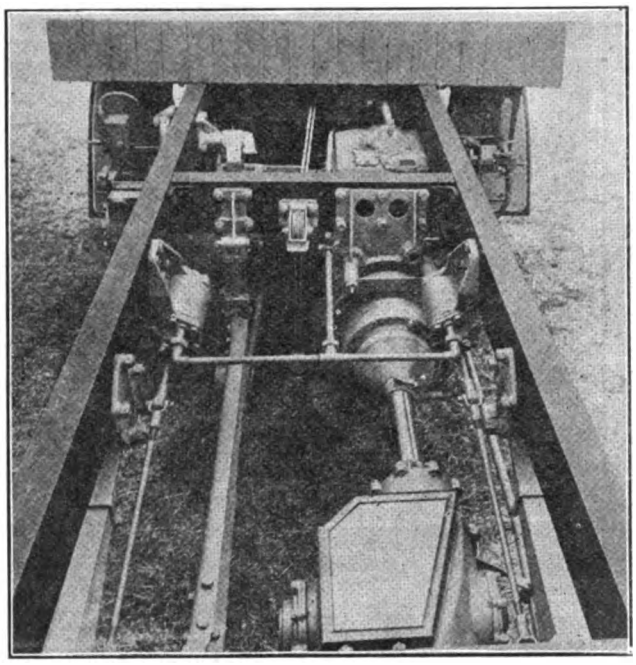


Photo] [WORLD'S CARRIERS.
SHOWING EASY ACCESS TO THE BIG ENDS AND TIMING GEAR OF MANN UNDERTYPE.

complicated mechanism of any kind, giving the impression as being able to withstand any amount of rough usage and freedom from trouble of any description.

The boiler cross tubes are set at an angle of 45 degrees, and the inner shell has been corrugated in such a manner as to give a right angle setting of the tubes in relation to the shell. The boiler is entirely stayless and it has a domed cover which carries the chimney and the super-heater; there is also a feed water heater through the coils of which the exhaust steam passes bringing the feed water to nearly boiling point before entering the boiler. The boiler is supplied with the usual fittings all conveniently placed and mounted on machined facings. There are two independent main control valves and a foot accelerator.

The engine, as above stated, is placed across the frame—with the two high-pressure cylinders on the near side. Each cylinder has a bore of 5¾ in., and a stroke of 7 in. Poppet valves have been adopted; the inlet and exhaust valves are operated by separate camshafts driven by a spiral pinion, on the crankshaft, through two driving wheels. The engine has two cut off points, the three-eighth position being normal and the three-quarter position for climbing or heavy work; there are of course reverse and neutral positions. In the neutral position all valves are opened. The crankshaft is carried on two Hoffmann roller bearings and there is a third similar bearing which carries the splined extension of the crankshaft. This splined extension carries the two sliding pinions of the gear box. The big ends and timing mechanism are easily accessible through a large door on the off side of the chassis, as shown open in the accompanying illustration. The big ends dip in an oil bath and are so kept efficiently lubricated and at the same time some of the splashed oil is caught in trays for the lubrication of the camshafts. The cylinders, glands and valves are all easily accessible from the near side of the chassis. The valve seatings and guides are all renewable and adjustment is provided. The gear box and the crank case are a single casting to ensure perfect alignment, and have three point suspension. The second shaft carries the two fixed pinions and runs on two roller bearings. The gear box provides two speeds, and as the variation of the engine cut off supplies two speeds also, there are in reality four speeds available. The extension of the layshaft carries a large brake drum and at the back of this there is a universal joint of the star type between it and the propeller shaft; the universal joint is enclosed in a dust-proof leather cover grease filled. The gear control rods are carried direct to the pinions, that is to say there are no bell crank levers. The water pump is driven from a pinion on the crankshaft so geared as to run at half the engine speed, and it can be worked when the engine is out of gear.



Photo] [WORLD'S CARRIERS.
SHOWING LAYOUT OF MANN TRANSMISSION.

The final drive is through a large bevel pinion to a crown wheel and through double reduction spur gear to the back axle. The spur gear teeth have 1⅛th inch pitch with 4-inch faces of special shape and are practically unbreakable. Hoffmann roller bearings are fitted throughout. The back axle is the full floating type.

The steering is the worm and nut type with the thrust taken at the top by a Skefko ball bearing. The steering mechanism is enclosed and runs in oil. All steerage couplings consist of Kirkstall Forge ball joints.

The front axle consists of a channel steel member with two fork ends spigotted and bolted to it.

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Special attention has been paid to the braking which has every appearance of being more than usually efficient. The screw down brake operates contracting shoes on a drum on the transmission already mentioned. The emergency brake is steam operated and consists of two steam cylinders and pistons, one bolted on each side of the chassis to which steam under pedal control is admitted; the admission of steam causes the pistons to exert a direct pull on the brake shoes on rear wheel drums, so that an exceedingly powerful brake is provided without effort on the part of the driver.

The wheels are cast steel. The front wheels are dished and nearly but not quite centrally pivotted.

All springs are long and flexible and the rear ends of the rear springs work in slippers.

The tank is slung between the main frame members from two cross members by straps, and wooden bolsters are provided to prevent rubbing. The tank holds sufficient water for a 30-mile journey with a 6-ton load under average conditions. Water is drawn off by the pump and injector by two independent pipe lines, each fitted with a strainer easily dismantled for cleaning.

Lubrication throughout the chassis is by grease gun, and all parts of the engine and transmission are automatically lubricated.

The standard body is 15 ft. 6 ins. long by 7 ft. wide and occupies 75 per cent. of the overall length of the vehicle which is 21 ft. 3 ins.; the overall width is 7 ft. 4 ins. and the wheelbase 11 ft. 5 ins. The tyre sizes are 160 for 850 fitting, twin rear and 180 for 771 fitting, front. The unladen weight is approximately 6 tons, and with regard to speed 25 miles per hour can be obtained.

The Motor Hirers' Association.

A WELL attended meeting of the Executive Committee of the above Association was recently held.

MINUTES.—The Minutes of the last meeting were read and confirmed.

ASSOCIATION BADGE.—A further design for the Association's Badge having been put forward was approved and instructions given to the Hon. Secretary to get the matter in hand as soon as possible and to advise members that the badges would be ready in due course. The Hon. Secretary was also requested to send notice to all trade papers requesting them to announce this, so as to notify the Hiring Trade that this facility was now ready for the members.

DIVISIONAL SECRETARIES.—The arrangements made in respect of payment to Divisional Secretaries were confirmed and agreed.

LEGAL ADVICE AND DEFENCE FOR MEMBERS.—*Resolved* and agreed that a similar scheme in this matter used by the late Motor Trade Association, Hirers' Section, be adopted, subject to certain slight modifications as agreed.

AFFILIATION FOR PROVINCIAL AND LOCAL HIRERS' ASSOCIATION.—This matter was again considered and arrangements made to enable any local or provincial association to become affiliated to the Motor Hirers' Association, and instructions were given to the Hon. Secretary to write them accordingly.

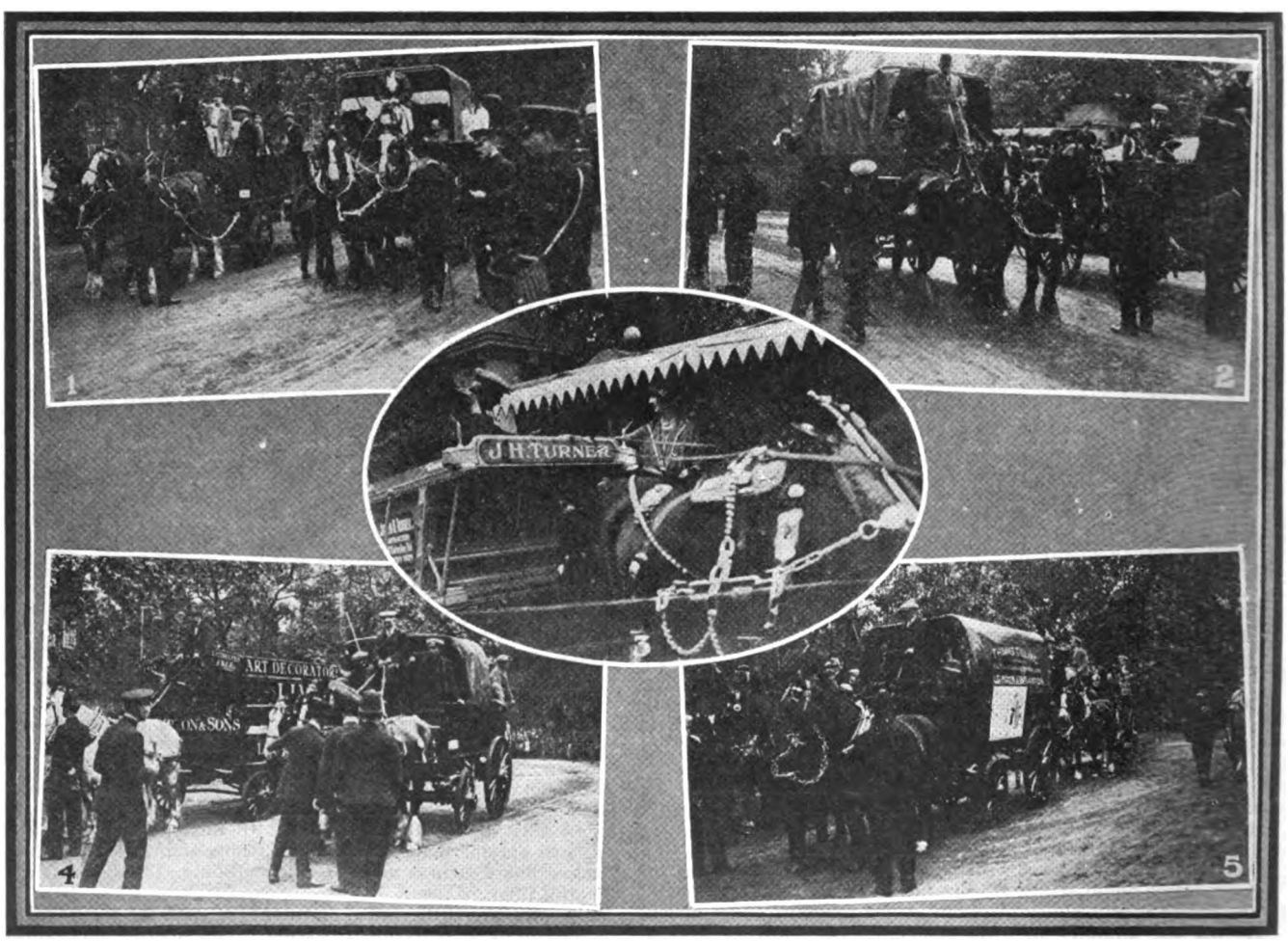
INSURANCE.—The Insurance sub-committee reported the present position in this matter, which they explained was not quite complete, but they hoped to have it complete in time for the next Committee meeting. Provision has, however, already been made for members' insurances to be undertaken in the meantime.

RELATIONSHIPS COMMITTEE BETWEEN M.A.A. AND M.H.A.—Arrangements were made for two points to be brought forward by this Committee for consideration at the earliest possible moment.

CERTIFICATION OF ASSOCIATION.—*Resolved* and agreed that the letter received from the Association's Solicitor be dealt with by the Hon. Secretary with a view of getting these arrangements through as quickly as possible.

MEMBERSHIP.—The Hon. Secretary reported that 66 applications had been made for membership, which were brought forward for approval. These were all carefully examined and duly elected members.

AN APPLICATION received from a member in respect of a demand made upon him by the Customs and Excise authorities in respect of an imported Motor Vehicle was again discussed and given full consideration by the Committee. The Secretary was instructed to act accordingly.



Photos] LONDON CART HORSE PARADE. [WORLD'S CARRIERS.

(*A report appeared on page 281 of our June number.*)

1.—Pairs entered by Mr. Thomas Feast. 2.—A fine pair entered by Mr. Charles A. Wells.
3.—An employee of Mr. J. H. Turner receiving a first prize.
4.—A successful entry by Messrs. Hampton & Sons, Ltd. 5.—Pairs entered by Messrs. Thomas Tilling, Ltd.

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Liverpool Horse Parade.

SUCH a spectacular event as the Liverpool May parade of horses provided a unique means of celebrating Empire Day. The parade, in which 700 of the finest horses employed in the city took part, was quite in accord with traditions. The total number of horses on parade was quite as numerous as last year and competition for the major prizes was quite as keen as ever it has been during the last 50 years. The actual number of horses scheduled in the competitions was close on 400, the Liverpool Corporation providing the main support with 103 in the heavy classes. The London, Midland and Scottish Railway Company also entered about 40 animals, and the local newspaper offices 22 (in the light section). Altogether, about 80 firms supported the parade.

The judging of the various classes, which were divided into several clear-cut categories, took place at the Breck Road Recreation Ground, which proved quite as convenient a venue as Shiel Park was last year. The peculiar merits of the heavy Shire horses in which Liverpool has always had a pride, caught the eye of the judges, who were particularly enthusiastic on the quality of the numerous entries. The opinion was expressed that the light sections had also surpassed themselves. Altogether the parade was a success and reflected credit on all concerned.

The chief trophy of the competitions was the Royal Lancashire Champion Challenge Cup, which was won outright at the last parade by the Health Committee of the Liverpool Corporation and re-presented. This Cup fell to the winner of the greatest number of points obtained in classes 1 to 10, and, although the holder of any one cup was debarred from further competition in cups, this did not apply to the championship classes. Whilst talking about the heavy classes, it may not be inappropriate to refer to the fact that the Corporation paraded the same teams of Shire horses that gave a display in weight pulling in London last February.

With regard to the award of the silver cups in the mounted police section, the method of allocating marks was as follows: horses 50 per cent., equipment 30 per cent., and general neatness 20 per cent. After the judging in all but the decorated horse classes, arrangements were made for a parade of the main thoroughfares of the city. The central streets were barricaded and the route was lined with thousands of people. In order that the public might have the opportunity of viewing the decorated horses, the judging of which took place as the procession passed in front of St. Georges Hall, the winners, after the awards had been made, were required to form in procession and follow the route as set forth in the official schedule.

Once again it is possible to compliment the officials on the ability they displayed in carrying the organisation to such a pitch of perfection. They are: Alderman William Muirhead, president; Henry M. Miller, vice-president; Alderman John Edwards, hon. treasurer; George Bowler, hon. auditor. Committee: Alderman J. R. Grant, J.P., Alderman Thomas Dowd, Messrs. James Hughes, A. E. Jacob, William T. Roberts, Edward West, A. G. Aitken, Reginald W. G. Barnett, J. A. Brodie, R. Chawner, Albert N. Denaro, W. Edwards, Stanley Foster, Sydney A. Kelly, Herbert Manock, W. May, R. B. Neilson, A. W. Noel Pillers, W. O. C. Smith, C. A. Still (Cart and Motor Owners' Association), hon. secretary, T. Eaton Jones, F.R.C.V.S. The judges were: Sir Walter Gilbey, Bart., Lord Stanley, M.C., M.P., Messrs. E. I. Appleby, H. W. Bishop, Thomas Fowler, Samuel McMorran, A. R. Fish, W. L. Cockburn, M.R.C.V.S., T. Cornes, W. Edwards, George G. Marsh, William May, W. T. Roberts, Thomas Scotson, M.R.C.V.S., Arthur Smith, C. A. Still, H. Sumner, M.R.C.V.S., and Edward West, G.C.

The following are the main prize winners:—

Heavy Horse Section.—The Royal Lancashire Champion Challenge Cup (won outright and re-presented by the Health Committee of the Liverpool Corporation), for the winner of the greatest number of points obtained in Classes 1 to 10—Liverpool Corporation. A silver replica of the Cup is presented by the Royal Lancashire Agricultural Society.

Alderman Grant Silver Challenge Cup, value 50 guineas (won outright and re-presented by the Lancashire and Yorkshire Railway Co.), for the best group of 20 horses (mares or geldings), also souvenir, value three guineas, for winner: L. M. & S. Railway.

Silver Challenge Cup, value 20 guineas (presented by Messrs. Lucas's Liverpool Horse and Carriage Repository Co., Ltd.), for the best group of ten horses (mares or geldings); also souvenir, value three guineas, for winner: 1, Liverpool Corporation; 2, Liverpool Cartage Company; 3. L. M. & S. Railway.

Silver Challenge Cup, value 10 guineas (presented by Messrs. Frank Lloyd and Sons, Wrexham) for the best group of four horses (mares or geldings); also souvenir, value three guineas, for winner: 1, Liverpool Health Committee; 2, Liverpool Cartage Company; 3, Liverpool Corporation; 4, Messrs. Hobbs and Clark.

Silver Challenge Cup, value 12 guineas (presented by Messrs. Robert Cain and Sons, Ltd.), for the best team of two horses (mares or geldings); also souvenir, value three guineas for winner: 1 and 2 Liverpool Corporation; 3, W. T. Roberts.

Silver Challenge Cup, value 25 guineas (presented by the Liverpool Cart and Motor Owners Association, Ltd.), for the best team of two horses (mares or geldings), to be competed for by cartowners plying for hire in the City of Liverpool and District (within a radius of six miles from the Liverpool Town Hall). Also a souvenir value three guineas for winner: 1, W. T. Roberts; 2 and 3, Liverpool Cartage Company.

Silver Challenge Cup, value 7 guineas (presented by William Edwards, Esq.), for the best mare or gelding, to be competed for by cartowners plying for hire in the City of Liverpool and District (within a radius of six miles from the Liverpool Town Hall); also souvenir, value three guineas, for winner: 1, W. T. Roberts; 2, Liverpool Cartage Company; 3, Messrs. W. T. Roberts and Sons.

Championship Silver Challenge Cup, value 25 guineas (presented by the late A. L. R. Rathbone, Esq., J.P.), for the best gelding exhibited, working in the City of Liverpool, also souvenir, value three guineas, for winner: 1, 2, and 3, Liverpool Corporation.

The Alderman Kelly Championship Silver Challenge Cup, for the best mare exhibited, working in the City of Liverpool, presented by Sydney A. Kelly, Esq., F.S.I. Mr. Kelly also presented a souvenir to the winner: L. M. & S. Railway.

Silver Challenge Cup, value ten guineas (presented by the Liverpool Cartage Co.), for the best mare or gelding working regularly in the City of Liverpool for five years and upwards in one continuous employ; also souvenir, value three guineas, for winner: 1, W. T. Roberts; 2, Liverpool Corporation; 3, L. M. & S. Railway.

Silver Challenge Cup, value 8 guineas (presented by Alderman Thomas Dowd) for the best mare or gelding, to be competed for by owners of a stud of not more than thirty horses. Also souvenir, value three guineas, for winner: 1, 2, and 3, W. T. Roberts.

Light Horse Section.—Silver Challenge Cup, value five guineas (presented by Mr. W. W. Kelly, J.P., C.C.) for the best two-wheeled turnout (light horse, not exceeding 15 hands) comprising carts, light floats, etc. (excluding gigs, traps, cabs, hansoms, ralli carts, and all pleasure vehicles. No animal to exceed £60 in value. Judged as a "Turnout" on a percentage of points. Also souvenir, value three guineas, for winner: 1, J. W. Norton and Sons; 2, C. Green; 3, R. Raw.

Silver Challenge Cup, value fifteen guineas (presented by Mr. W. T. Roberts, C.C.), for the best two-wheeled turnout (light horse over 15 hands for vehicles as in Class 11. No animal to exceed £70 in value). Also souvenir, value three guineas, for winner: 1, J. Lister; 2, W. T. Nevitt; 3, J. Styles.

Silver Challenge Cup, value eight guineas (presented by Alderman John Edwards) for the best two-wheeled turnout (vanner) comprising tradesmen's carts, goods floats, etc. No animal to exceed £80 in value. Also souvenir, value three guineas, for winner: 1, Harrington and Son; 2, C. S. Swinbank; 3, Harrington and Son.

Silver Challenge Cup, value ten guineas (presented by Alderman Edward Russel Taylor, J.P.) for the best four-wheeled turnout (vanner, single horse) comprising tradesmen's vans, light lorries, etc. No animal to exceed £80 in value. To be judged as a "Turnout" on a percentage of points. Also souvenir, value three guineas, for the winner: 1, Harrington and Son; 2, J. G. Hannigan; 3, J. Tharme.

The City of Liverpool and District Cowkeepers Association presented prizes for the best two-wheeled turnout (light horse), confined to members of the Association and used for his or her business purposes. No animal to exceed £60 in value: first prize, value five guineas, J. Lister; second prize, value three guineas, J. W. Norton and Sons; third prize, value two guineas, C. Green.

Mounted Police Section. — Silver Cup, for the best turned out mounted police constable of the police force of any town or county borough in Lancashire, riding a horse the property of the local authority to which he is attached: 1, Sergeant L. Harrison, Liverpool Police; 2, Constable Storer, Liverpool; 3, Constable Simpson, Liverpool.

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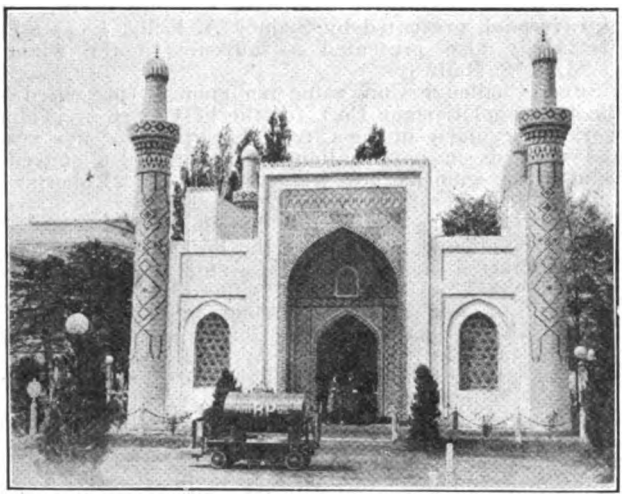
British Empire Exhibition.

Brief Description of Exhibits:—

Joseph Booth & Bros., Limited, Union Foundry & Engineering Works, Rodley, Leeds, are exhibiting one of their 10-ton "Union" electric rail locos which is constructed in accordance with the Home Office Regulations, and is flame-proof. This firm also manufacture Electric Locos to haul from 5 to 150 tons. Information can be obtained from the Sales Department: W. Delap Goslett, 126-128 Hamilton House, Bishopsgate, London, E.C.2.

British Petroleum Co., Ltd., Britannic House, Moorgate, London, E.C.2. The British Petroleum Co., Ltd., the distributing organisation of the Anglo-Persian Oil Co., Ltd., have a separate building containing an interesting and comprehensive exhibit showing various processes and stages of the manufacture of "B.P." motor spirit and other products of the Company. The building, as will be seen from the accompanying photograph, is built in the Persian style of architecture and is a very beautiful building, known in Persia as "Khan." The tank wagon in the foreground is used for distributing fuel oil to the engineering building and other power plants in the Exhibition grounds.



THE B.P. PERSIAN PAVILION.

Chloride Electrical Storage Co., Ltd., Clifton Junction, near Manchester. We understand Exide batteries are being used at Wembley in the Admiralty Theatre in connection with the representation of the raid on Zeebrugges, to work the gun-flashes, smoke producing and other effects. This is heavy work, the batteries having to be recharged every night, but standard car-starting batteries are being used and are giving satisfaction.

Elm Street Engineering Works, 188 Gray's Inn Road, London, W.C.1. The exhibit consists of the "Supaphord" gear box which provides two extra gears for the ordinary Ford motor vehicle. We have described it several times in these pages and we have also given the gear a trial and found it in every way a success.

Parker Producer Gas Plant Co., 62 Conduit Street, W.1. The exhibit consists of a producer gas plant suitable for driving motor lorries. The fuel used is either charcoal or anthracite coal. It is of special interest to overseas users of motor vehicles where there is a plentiful supply of charcoal and where motor spirit is comparatively scarce or expensive. We may add that we have tested this plant on a run between London and Bristol and our impression was that it was a thoroughly practical proposition, providing great economy as compared to using petrol as fuel though the average road speed maintained was somewhat lower than when using petrol.

Roadless Traction, Ltd., Gunnersbury House, Hounslow, Middlesex. This is an exhibit which will undoubtedly appeal to users of mechanical or other transport in those countries where road systems have not been very much developed. It consists of what is generally known as the Caterpillar track but it is supplied in a variety of models suitable for the variety of different type vehicles. It is in fact a scientific development of the orthodox endless track vehicle. The advantage of the roadless vehicle or the endless track is, of course, that its movement is rendered independent of roads. In the early models there were many defects such as lack of springing for the weight carrying rollers, the necessity to skid tne track sideways over the ground when steering with consequent destruction to rollers and paths and rapid wear of track joints. After several years of research and experiment Roadless Traction, Ltd., claim to have eliminated these defects until to-day they have a series of inventions which permit the construction of roadless vehicles which undoubtedly will have far-reaching effects on the future development of this type of transport. On the typical half-track vehicle, that is a vehicle in which the front wheels are retained for steering, suspension is provided by springs of more or less conventional car or lorry type. The riding of these vehicles however is superior to that usually obtained with wheeled vehicles owing to the universally flexible movement of the track and weight-carrying bogies. The weight-carrying rollers are fitted with rubber tyres which also assist the suspension materially. The whole series of models are fully described in the descriptive catalogue, "The New Transport" issued by the firm.

Ruston & Hornsby, Ltd., Engineers, Lincoln. This exhibit is a large one consisting of various classes of oil engines including the "Ruston-Crompton" generating set which is a 250 kw. set to be seen running, generating part of the current required for lighting the Exhibition. It is a four-cylinder open type designed to run on the lowest grade fuel oils and develops 420 b.h.p. at 250 revs. per minute. Another exhibit is the "Ruston" three-cylinder enclosed type vertical airless injection oil engine. This engine is made in sizes from 55 to 220 b.h.p. Other engines include various horizontal types for suction gas, paraffin and crude oil.

Spiral Tube & Components Co., 47 Caledonian Road, King's Cross, London, N.1. This firm are exhibiting various types of radiators. The most attractive being the polished aluminium type specially designed to fit Ford cars. It has detachable tanks and sides of polished cast aluminium. Cast brass tube plates and heavy gauge solid drawn tubes. All parts are machined to jigs and interchangeable. In case of damage by accident the water chambers can be unbolted and detached in ten minutes exposing all the soldering to view. Damaged tubes can be removed and new ones fitted without difficulty.

J. Stone & Co., Ltd., Oceanic House, 1a Cockspur Street, London, S.W.1. This firm are showing "White Metal" linings and bronzes for bearings for all classes of machinery. Bronze worm wheel drives for motor and other vehicles are a speciality of the firm. For water transport bronze propellers of the smallest up to any sizes are supplied.

Westinghouse Brake & Saxby Signal Co., Ltd., 82 York Road, King's Cross, London, N.1. The larger proportion of the Westinghouse exhibit consists of braking apparatus for railway rolling stock but there is also showing a complete brake apparatus for a motor lorry and trailer arranged so as to show the comparative braking force obtained by the ordinary hand and foot mechanical brakes and by the Westinghouse brake. The Westinghouse Automobile pressure brake is a marked advance as regards efficiency to anything we have yet seen placed on the market. It is similar to the Westinghouse brake used on railways, in that a compressed "fluid" is employed as a power for operating the brake. In the case of steam or electrically driven vehicles this is compressed air furnished by a separate compressor, but with cars driven by internal combustion engines, the engine itself supplies the retarding power, a small quantity of gas being trapped at each explosion and stored in a reservoir for use in applying the brake. The apparatus is small and compact. As we have already described this brake in a previous issue we need not go into details here.

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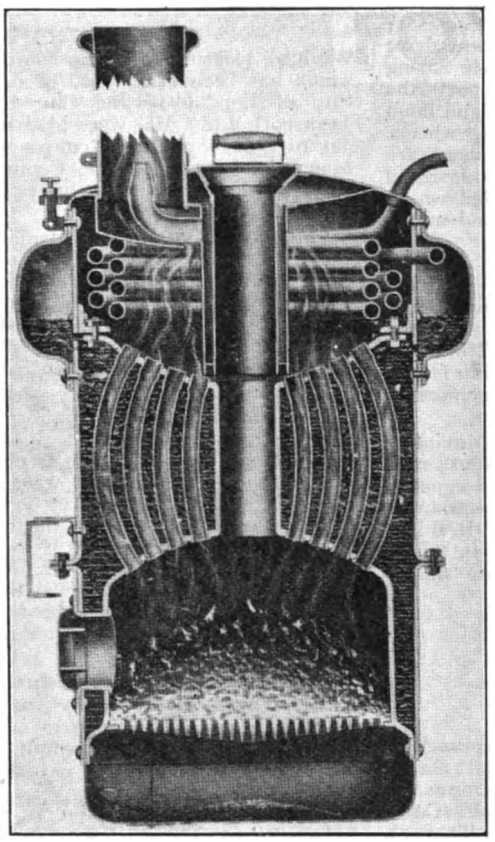
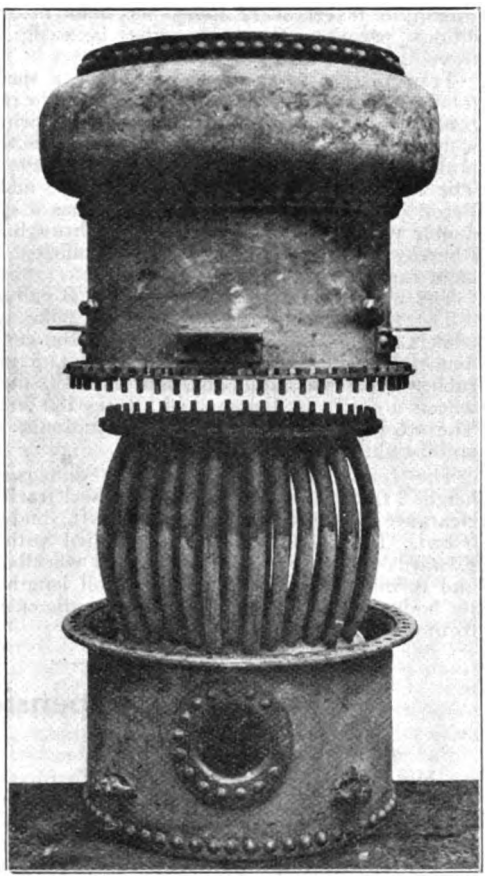
The Fowler New Undertype Steam Wagon.

THE Fowler 6-ton undertype steam wagon will, we feel sure, without yet having had the opportunity of putting it to the test under steam, show a very marked improvement on previous design of this type. Its compactness is remarkable. Its wheelbase is not more than 11 ft. with a 14 ft. 6 in. standard body and an overall length of 20 ft. The tipping wagon has a body length of 12 ft. on a wheelbase of 9 ft. 6 ins. This compactness is obtained in the design and layout of the boiler and engine both of which moreover are in many respects unique.

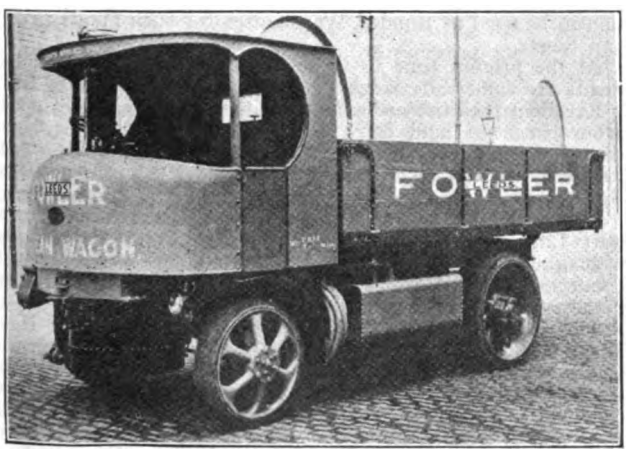
The boiler is vertical, but there its likeness to other boilers of this type ceases. The fire box is domed and the top tube plate is concave, and the two plates are connected by curved fire tubes. A circular chamber rivetted to the outer boiler shell and around the smoke box, with communication to the boiler water space through holes of suitable size, is a very clever arrangement which enables the boiler water level to come well above the top ends of the fire tubes so that the latter are never unsubmerged and there is no danger, under normal conditions of burnt fire tube ends. The boiler is built entirely without stays—the curved tube plates providing sufficient strength to obviate their necessity. The curved fire tubes also are advantageous in that they give a little extra heating surface and at the same time there is a certain amount of elasticity for "breathing"; the tubes themselves carry no load and therefore the liability to leakage is reduced. The circular chamber around the smoke box gives both a very large water line area and steam space and thus prevents rapid fluctuation in the water level — a source of anxiety to careful drivers. A steam super-heater is carried in the smoke box and has a heating surface of 21 sq. ft.; the heating surface of the boiler itself is 85 sq. ft., and the grate area is 3.8 sq. ft. Firing is through a chute from the top of boiler.



SECTIONAL VIEW OF THE FOWLER NEW STEAM WAGON BOILER.



THE FOWLER NEW STEAM WAGON BOILER OPENED FOR CLEANING.



THE FOWLER NEW SHAFT-DRIVEN STEAM WAGON.

The smoke box dome is hinged on the exhaust pipe and securely fastened by four special bolts, so that when necessary to inspect the super-heater and smoke box interior, very little trouble is incurred. Mud holes and wash out plugs are provided for cleansing the interior of the boiler and when a thorough inspection is required the boiler may be dismantled as shown in the accompanying photograph. There are 108 boiler tubes of 1¼-inch diameter. The boiler is fed by means of an injector and a slow-running pump. The pump is driven from the transmission gear and is arranged so that it may be used either when the vehicle is standing or running. The working pressure of the boiler is 225 lbs.

The engine is a "V" type compound with piston valves. The cylinders are set at an angle of 90 degrees. The engine is set in the vertical plane, one cylinder being beneath the driver's, or off-side seat, and the other beneath the near-side seat. The space between is occupied by the fuel bunker. The cylinders are fitted with piston valves easily get-at-able by removing the seat covers. Both cylinders work on a single big end, which arrangement simplifies construction and enables a remarkable short and stiff crankshaft design. Both the crankshaft and the big end bearings are carried on heavy type roller bearings thus reducing friction and requiring minimum attention. The difficulty there would be in fitting roller bearings to the big ends has been overcome by the adoption of a devisable crank pin consisting of external and internal members, both members being integral with the crank webs and secured in such a manner as to form practically a solid pin.

The bottom of the crank case forms an oil reservoir into which the big ends dip keeping them well lubricated. The crankshaft is mounted on Hoffmann roller bearings. Each cylinder is fitted with three piston rings of the Ramsbottom type. The high pressure cylinder is 4¾ ins. diameter and the low pressure 7 ins. and the stroke 8 ins. The crankcase oil reservoir also lubricates the valve gear. A mechanical lubricator, worked from the low pressure valve spindle, mounted on the near side of the foot plate attends to the lubrication of the cylinders. Each cylinder is provided with a combined relief and drain cock. There is the usual pro-

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vision for admitting high pressure steam in a low pressure cylinder for starting purposes. The cylinder heads are easily get-at-able for removing so that the pistons may be withdrawn when necessary. At the front of the crank case provision is made for turning the engine, with or without steam, for valve setting or to see that all is clear, instead of resorting to the usual method of jacking up a wheel.

Power is transmitted through a three-speed gear box, the box forming an integral part of the crank case, the whole being provided with three point suspension. The gear mechanism provides three speeds, the fast speed allowing the wagon to travel at 12 miles per hour or more when conditions permit. Gear changing is easily effected whilst travelling.

Transmission to the rear axle is by a special worm drive totally enclosed and running in oil. The rear axle casing consists of a steel forging, the cover of which supports the worm drive and bevel differential gears. Both foot and hand brakes act on 24-in. drums mounted on the driving wheels. The brakes are of the expanding type, and the shoes are Ferodo lined. The hand brake lever has a specially designed double purchase arrangement acting through a ratchet wheel, whereby if the first movement is insufficient a second movement can be made.

The water tank has a capacity of 160 gallons.

The road wheels are the tubular spoke type. The front wheels are dished so as to allow for the central pivot. The diameter of the driving wheels is 3 ft. 5 ins. Twin solid rubber tyres are fitted 160 mm. for 850 fitting. The front wheels are 3 ft. in diameter with tyres 180 mm. for 720 fitting. The steering gear is of the screw and nut type enclosed in an oil-tight casing.

The following are some of the dimensions:—Maximum height 8 ft. 8 ins., wheelbase 11 ft., wheel track 6 ft. 9 ins., road clearance 12 ins., turning radius 21 ft., and bunker capacity 6 cwt. The tipping wagon is supplied with a Bromilow & Edwards' hydraulic tipping gear. Its wheelbase is 9 ft. 6 ins., and turning radius 19 ft. Its overall length is 17 ft. 9 ins., its body length 12 ft., otherwise its dimensions are similar to those of the standard wagon.

The Gattie Suspension.

AT Kingston-on-Thames on the 27th ult., our representative attended a demonstration of the improved Gattie spring suspension for heavy vehicles. The demonstration was arranged by Mr. William G. Thomas, the Commercial Motor Works, London Road, Kingston-on-Thames. The principle of the Gattie system is that all vertical shock received by the wheels is transferred to horizontal coil springs, effectually insulating the body of the vehicle from either shock or vibration. In order that the apparatus might be better appreciated and understood a model was arranged on a bench in the works. A board represented the body of the vehicle and a plunger represented the point of contact of the wheel with the road. Visitors were asked to place their hands on the board whilst a severe blow was dealt with a hammer to the plunger. The whole force of the blow was effectually absorbed and no shock was felt on the board. Subsequently the visitors were taken for a drive in a char-a-banc (a Dennis chassis with solid tyres) over the roughest roads in the neighbourhood. The chassis had the ordinary spring suspension and there was the usual discomfort in riding over the rough road surfaces. Next the visitors were taken over the same route in a similar char-a-banc but fitted with the Gattie spring suspension and the improved comfort in riding was very marked.

The Gattie mechanism is enclosed in an aluminium casting rigidly attached to the frame. The vertical movement of the axle relative to the chassis is transmitted through a plunger to two coil springs through the medium of a cross head piece and a system of cams and rollers. A bracket attached to the axle carries a cup-shaped member into which there fits a semi-spherical piece on which the foot of the plunger rests. This arrangement provides a sliding connection between the axle and the plunger. The plunger takes up no side stress. It slides in a long bush attached by a flange and spigot to the bottom of the casing. At the top of the plunger is a cross head on each end of which is mounted a pair of links, the outer ends of which carry three rollers, the central roller between each pair of links is in contact with a lever pivoted at the top of the casing having a semi-spherical end depending below the base, engaging with a cup-piece inserted in the end of the coil spring. The two outer rollers are in contact with cams mounted adjacent to the bolts by which the casing is anchored to the frame. When the axle rises in relation to the frame, the motion is transmitted through plunger to the cross head. The vertical movement of the plunger causes the outside rollers to roll up the cams and at the same time the inner rollers press against the levers forcing them inwards and compressing the coil springs. The demonstration proved conclusively the advantageous effect of this system of springing.

A New Wharf for the City.

WE have pleasure in giving some particulars of a new wharf which has been established at one of the finest sites in the City of London by the City and Continental Wharves & Transport, Ltd. We were glad of the opportunity the other day of going over the premises with Mr. E. F. Sommer, the Managing Director of the Company, and were able fully to appreciate the great possibilities of this new property, much of which is still undeveloped.

The wharf occupies the premises formerly belonging to the City of London Brewery Co., Ltd., and to a large extent the storage accommodation available is already being used, fine new concrete floors having been built to some of the warehouses which are already housing goods from the Continent and America. Accommodation for 20,000 to 30,000 tons is available in the building and courtyards at present in use.

The Hour Glass Brewery occupied the premises for over 300 years and since 1860 that Brewery has been owned by the City of London Brewery Co., Ltd. There is a frontage of 250 feet and access to this is obtained from Upper Thames Street from four different ways. On the river front at the present time goods are taken in from barges which are able to come up to the side of the wharf and it is a feature of the position that here there is no Thames mud as there is on the opposite side of the river. Later on when developments take place it is fully expected that steamers will come right up to the jetty which will be further extended and negotiations are already in hand with some companies for bringing their steamers alongside.

The wharf possesses its own Customs office and there is a special chamber now ready for use as lock-up for bonded goods where the clearance of all kinds of dutiable articles can be dealt with. The length of the lock-up, examination and sufferance warehouse which is on the ground floor is 200 ft.

Excellent accommodation is provided in the matter of cranes, three of which face the river and a noticeable feature of the wharf is the ample yard space in which other cranes are erected for dealing with the loading and unloading of merchandise. The Company will specialise in the reception, delivery and storage of canned goods, such as fruit, meat and lard. The wharf being adjacent to the premises of the Union Cold Storage Co., makes it possible to transfer easily goods that need cold storage. The central position of the wharf is a most important feature and a very valuable asset in appealing to merchants. It is confidently hoped that eventually permits will be given by the Authorities for the accommodation to be used as Bonded Warehouses for such goods as Tea and Sugar.

At the present time to those firms whose storage requirements are sufficiently large, office accommodation can be let.

Excellent facilities are available for direct delivery of goods from barge to land conveyances, whether motor or horse drawn, as one operation only is necessary, the large courtyard making this exceedingly easy for those who do not want their goods stored.

The Chairman of City and Continental Wharves and Transport Ltd., is Lt.-Col. J. K. Mason, D.S.O., M.P., and the Managing Director is Mr. E. F. Sommer, so well known in connection with World Transport, Ltd., of Transport House, 21 Great Tower Street, London, E.C.

The whole site has great historical interest as the Hour Glass Brewery dates from the time of Queen Elizabeth and is recognised as the oldest in London. It was known for several generations as Calvert's Brewery until an amalgamation was made with Calvert & Soward, and it was not until 1860 that it became known as the City of London Brewery, Ltd., having been formed into a limited liability company under that name.

During its interesting history the Brewery has absorbed two churches, All Hallows-the-Great and All Hallows-the-Less; the counting house stands on the site of the former church, the last-named having been destroyed in the great fire and was not rebuilt.

The City of London Brewery's operations in Thames side ceased in 1922 and the business of the Brewery is now concentrated in Fulham.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Shipping and Forwarding Agents reported at the beginning of this month, that inward traffic was very quiet. With regard to exports however, there has been a fairly level run of parcels of fine goods to the East and heavy metal goods for reconstruction purposes in Japan. Freights throughout are very firm. Messrs. Stewart & Esplen, at the time of writing, are handling a consignment of 1,200 tons of Scandinavian setts required for roadmaking purposes by the County Council. This material is being unloaded at Garston docks, railed to Huyton or Edge Hill and then carted to the site where required. Some of the long-distance haulage contractors are quiet. As to the short cart and motor owners, owing to the local builders strike, most of these are not so well employed as they might be.

Cartowners' Outings.—The Liverpool Short Cart and Motor Owners' Association held their annual picnic on Saturday, June 29th, travelling by motor coach to Ruthin and Chester. The Wallasey Cartowners' Association held their picnic at Blackpool, on June 23rd, the journey being made by railway. Both these outings provided a good day's enjoyment.

Scene in Furniture Removers' Office. — There was a sensational occurrence at the office of Messrs. Mossop, Son and Jones, furniture removers, 63 Hamilton Street, Birkenhead, last month. Mr. Dudley, managing director, summoned to the office by a carter who wanted to use the telephone and discovered no one there, arrived a little after four o'clock, and was horrified to find the prostrate and unconscious body of his cashier lying against the door leading from the warehouse to the office on the ground floor. The cashier, whose name is Mr. Joseph McMorrissey, was found to be suffering from a wound on the head, which had evidently been caused by a piece of iron. The place where the attack took place is a large and lofty hall with stairs and lift leading to two storeys above, where furniture is stored. It is conjectured that the person who entered, perceiving the cashier at his desk, which is situated by the front window, parallel with the entrance door, crept stealthily from the street into the warehouse, which is only a matter of about ten feet away from the entrance to the warehouse, exactly facing, and in line with, the door. He then evidently secreted himself, and started to make a noise to attract the attention of the cashier and lure him into the building, where he would be unable to summon assistance. It is presumed the cashier heard the noise and left his desk with the keys in the cash drawer, and went to explore the interior whence the suspicious sound came. He was immediately attacked and stunned by a blow on the head from a blunt iron weapon which was discovered later lying on the floor of the warehouse. His assailant had hurried into the office, hastily opened the cash drawer, extracted a bundle of Treasury notes from the cashbox, and got away before a hue and cry could be raised.

Cartowners' Successes.—At the Bootle Horse Show last month, animals owned by the Liverpool Corporation won the leading prizes. The Wembley team of heavy horses sent by the Liverpool Corporation won a very prominent place in the awards. A special open class in the draught section and a novice class in the light section were innovations which proved extremely popular. For the best pair of heavy horses the Liverpool Corporation ranked first and third, William Roberts and Son being second. In the lighter draught class the Corporation took the first two prizes. The limited class honours were shared by William Roberts and Son, Hobbs & Clark, and the Liverpool Cartage Co. in the order named. In a class excluding first prize winners Liverpool Corporation stood first and second, and Roberts and Son, third.

Birkenhead Road Transport Association.—At the June meeting of the Executive Committee of the Birkenhead Road Transport Association, the chairman, Col. B. M. Ormerod was congratulated upon his election to the Cheshire County Council.

With regard to the conditions of employment of casual men, the secretary was instructed to write to the secretary of the Liverpool Cart and Motor Owners' Association asking for particulars of the Joint Committee's deliberation on the question.—Communications from the Birkenhead Water Committee were read with reference to the erection of water standards. The secretary explained that Mr. Richardson had interviewed him on this matter and said that the discs were issued entirely by the C.M.U.A. Whatever supplies were required could be obtained from that association. It was hoped that before long a water standard would be fixed by the South End Destructor.

Messrs. C. F. Rymer, Ltd.—An extraordinary meeting of shareholders of Messrs. C. F. Rymer, Ltd., was held at Wallasey, on June 27th. A circular to shareholders stated "that the company by reason of its liabilities, cannot continue in business." After the meeting it was ascertained that some of the shareholders advocated reconstruction after a thorough investigation of the company's affairs by an independent accountant, assisted by a committee of shareholders. It was stated that Alderman C. F. Rymer resigned his position as managing director, but retained his seat on the board. Mr. E. H. Blackburn and Captain Nelson were elected to the board of directors. After the affairs of the company had been discussed it was decided to adjourn the meeting pending an investigation by a committee of inspection, assisted by an independent accountant. The business in the meantime is to be carried on as usual. The business of Messrs. C. F. Rymer, Ltd., was inaugurated in 1910, to carry on trade in motor haulage, pleasure traffic, motor dealing and engineering, garage proprietors, accessory dealers. The nominal capital was £150,000 and the subscribed capital £76,783.

Overcharging by Forwarding Agents.—From time to time complaint is made by the Mersey Docks and Harbour Board of shipping and forwarding agents charges, but in the criticisms that were made on June 26th, it was made clear at the Dock Board meeting, that the offenders in certain specific cases referred to were not members of the Liverpool Shipping and Forwarding Agents' Association. In one instance, on 76 packages of varnish and two crates of paint, exported from Liverpool to Dublin, the charge, including Dublin, should have been about £2/11/9, instead of which the exporter was debited with £9/5/3. In another, ten crates of paint were charged at £2/15/- instead of about 15/-. On 51 crates of varnish the approximate actual costs were £1/8/2, but the charge passed on to the exporter was £4/19/8. In respect of eleven packages of cotton twine, the actual charges were about £1/1/8, but £4/13/- was debited the exporter. The chairman of the Traffic Committee (Mr. A. W. Willmer) declared to the Dock Board that should any future cases arise it was his intention to make public the name of the offending party.

New Type of Insulated Van.—Messrs. Jarvis Robinson Transport Ltd., of Brunswick Street, Liverpool, have just put into service a new type of insulated van, possessing distinct points of merit over the conventional models. This company for many years has been large transport contractors to the meat trade, starting with local work between the docks, cold stores, railway stations, abattoir, etc., and developing later into long-distance haulage contractors. Not being satisfied that the old type of wood-lined van was the best type of insulated van under modern conditions, the managing director of the J.R.T., Ltd. (Mr. Arthur Smith) approached Mr. W. T. McIvor (of Messrs. R. McIvor & Sons, Ltd.), the well-known insulation expert, with the result that the Motor Maintenance, Ltd., of Birkenhead, built a new type of van which combined technical efficiency with commercial practicability. After the first had been built, another van was put on the road embodying further improvements. These vans so impressed the European traffic manager of one of the largest meat importing companies that the directors of the J.R.T. decided to develop their resources by placing an order for a fleet of vans. The inside measures of the standard van are 13 ft. by 6 ft. by 6 ft., and a feature is that there are no joints in either the ceiling or the sides, neither in any part are there any sharp angles to accumulate dirt—which is a great advance from the sanitary point of view. As is well known, the familiar type of van is lined with tongued and grooved boards which are difficult to keep clean. The interior linings have also to be renewed frequently, otherwise the vans would soon become unfit for the carrying of foodstuffs. The improved van can be regularly sluiced out with water under heavy pressure, as the interior insulation surface is faced with a special jointless waterproof cement which preserves the efficiency of the insulation. Accumulation of moisture is obviated, owing to the elimination of timber, which, it was found, invariably absorbed moisture, which was eventually sweated out again.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—The road transport trade, in all sections, is very quiet and as the various Lancashire towns are now in the midst of holidays there is little prospect of improvement during July and August.

Wages in the Road Transport Industry.—The application made by the United Road Transport Workers' Association of England and the Transport and General Workers' Union was submitted to the districts throughout Lancashire and Cheshire for further consideration during the early part of June, and at a further meeting of the Lancashire and Cheshire Group of Road Transport Associations with the trades unions the employers intimated that it was impossible to consider any increase in wages at the present time and the whole subject was left over for further review at the end of September. Several minor alterations were made in the classification of workers but no alteration of importance was made in the Agreement.

Assistants on Heavy Commercial Vehicles.—For some time there has been cause for complaint in-as-much as certain firms have not provided assistants on heavy commercial vehicles which is the general practice in the district. The Transport and General Workers' Union approached the employers upon the position and explained that although a wage was laid down in the Agreement for second men on heavy commercial vehicles some firms had endeavoured to argue that as the Agreement did not expressly provide for an assistant in addition to the driver difficulties had arisen. After very careful consideration of the whole position the employers decided that as the wage is laid down in the Agreement it was expected that second men should be provided on heavy vehicles, and it was finally agreed to give a ruling to that effect and include the provision accordingly in the Agreement.

Passengers on Commercial Vehicles.—There have recently been summonses and complaints made against owners of vehicles for carrying passengers other than the employees of the owners upon commercial vehicles, and readers of this Journal are reminded that unless a Hackney Carriage Licence is obtained in addition to the ordinary licence for goods carrying vehicles it is an offence to carry any person other than an employee of the owner.

Manchester Corporation Bill.—The Bill is now before the House of Commons and will shortly go before a committee. Already petitions praying to be heard against the Bill have been lodged by the Smithfield Market Tenants' Committee, the London, Midland and Scottish Railway Company, the Royal Exchange Assurance Company, the Derwent Board of Conservators, the Atlas Insurance Company, the Manchester Ship Canal Company, and the Salford Corporation. It will be remembered that the road transport interests obtained what was required during the progress of the Bill in the House of Lords and they do not now appear as opponents.

Railway Carters' Strike. — The carters employed by Messrs. Thompson, McKay & Co. (L. & N. E. Railway) struck work on 16th June owing to nine men employed not being members of the N.U.R. The men concerned joined the N.U.R. on the following day and work was resumed.

Casual Labour at Rail Depots.—A dispute has arisen between the Manchester and Salford Railway Companies and their employees at the Goods Depots with regard to casual labour. The dispute has reached a critical stage, as the workers' representatives declare emphatically that unless they get satisfaction they will call a strike of goods workers at all the depots in Manchester and Salford of the three companies—the L. M. and S., L. and N. E., and G.W. Four thousand men are affected. The trouble has arisen over the question whether the companies have the right to employ casual workers. In the Manchester area it is claimed that the casuals regularly on the list number some 500 to 600. While, for the moment, the conference is dealing only with the Manchester and Salford complaint, it is clear that the result must have a much more widespread effect. Complaints are frequent from other areas, and there is a strong feeling against large numbers of casuals, who are not members of the Union, being employed. The Manchester and Salford delegation hold that the employment of such men is a violation of the National Agreement of 1919.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

State of Trade.—General trade in the Midlands still shows little signs of improvement; the heavy engineering industries are fairly well employed, but the volume of new business coming along is disappointing. The jewellery trade is quiet but the motor trade continues to be fairly busy together with its ancilliary trades. Motor coach proprietors, in spite of the weather are on the whole pretty busy and well booked up for future dates. Motor transport contractors are also fairly busy though there is still a good deal of rate cutting, and one prominent firm who have a large fleet of steam vehicles have practically withdrawn from the competition for long-distance traffic, and are confining their traffic to short distance routes where better supervision can be kept over the vehicles and drivers.

Control of Street Traffic. — An experiment is being made in Birmingham in connection with the control of vehicular traffic with a view to avoiding inconvenience and delay to pedestrians. The City Surveyor co-operating with the Chief Constable, has had a broad white line drawn across the roadway at the intersection of Bull Street and Corporation Street which forms a continuation of the building line. On the policeman on point duty signalling to traffic on one or the other of these streets, to stop, the vehicles so stopped must remain behind the white line. This arrangement allows pedestrians to cross the roadway in front of the stationary vehicles without having to step on to the roadway where the line of traffic is in movement. As yet vehicle drivers have not realised that they must stop behind the white line when called upon to come to a standstill, but if the experiment is ultimately successful the white lines will be put down in other thoroughfares.

An Unlicensed Motor Bus. — A private motor service from Swindon (Staffs) to Wolverhampton by a motor bus not licensed to ply for hire, in the Borough of Wolverhampton, resulted in several police prosecutions at Wolverhampton, recently, when Ernest Moore, of Wombourn, was ordered to pay £4/5/- in fines and costs for plying for hire with an unlicensed carriage and for employing an unlicensed conductor, and J. E. Bennett, also of Wombourn, who acted as conductor, and Stanley Dowding, of Wombourn, who drove the bus on one occasion, were ordered to pay 5/- costs each. The Chief Constable, who prosecuted, mentioned that a licence to ply for hire in Wolverhampton had been refused in respect of the bus. A police officer gave evidence as to seeing the bus take up and set down passengers in the borough. Driver Moore said he had permission from the Seisdon District Council to operate in Penn Road area, and he only took up in the Borough of Wolverhampton those he had brought to town in the morning. The service he ran had not been run by anyone since 1915. The police witness said the passengers were not persons that the bus brought into town, the Stipendiary said Moore was refused a licence to ply within the borough and his offence was a deliberate one. The Chief Constable expressed the hope that the publicity of the case would deter this sort of thing as he believed there were other culprits.

Midland Floods.—The tropical rainfall which occurred in the Midlands, particularly between Birmingham and Hereford, recently, when the Three Counties Show Ground at Worcester was flooded out and in consequence of which the Show had to be abandoned, caused considerable loss to motor transport vehicle owners. Passenger carrying vehicles were in many cases unable to traverse their usual routes, and lost a good deal of traffic, whilst in some cases the engines and transmission systems were damaged. Commercial vehicles carrying loads to and from the West of England were in some cases held up for two or three days. The flood so seriously weakened the bridge over the River Rea carrying the main Birmingham-Bristol Road at Longbridge, that for several days traffic had to be diverted through narrow lanes and re-join the road after a detour of two or three miles. The reconstruction of the bridge is to be commenced almost immediately, though in any case it was scheduled for reconstruction at an early date.

Roads Improvement Association.—At the last meeting of the Midland Branch of the Roads Improvement Association, the question of street refuges was discussed at some length and it was decided that in the main the refuges in Birmingham facilitated traffic, and it was decided to request the Chief Constable to have additional refuges erected at the junction of Kings Road and the Coventry Road and at the junction of St. Lukes Road and Belgrave Road.

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South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Monmouthshire Services.—The Bristol Tramways Company is to extend the ramifications of its bus services in Monmouthshire and to that end have been in negotiation with the Chepstow, Monmouth, Usk and Newport Councils. Services from Chepstow and Monmouth have already been arranged to the Forest of Dean district and tentative negotiation is proceeding for a Chepstow-Newport service.

An Important Ruling.—The Neath magistrates a year ago decided that to "carry" passengers in excess number of the excise licensed seating capacity of a hackney carriage was not an offence in law providing the excess passengers were not seated. This ruling was made under the legal necessity to interpret literally the wording of any section or Act dealing with taxation or finance. The Roads Act under which the prosecution on which that judgment was delivered was made specified "seating" a given number of persons. The excess passengers "stood"; hence it was ruled that no offence was committed. An addendum to this judgment of general importance to hackney carriage proprietors has now been pronounced by the same magisterial bench. A number of summonses were heard in which proprietors were charged with "carrying" (not seating) an excess number of passengers to that prescribed under the local council bye-laws. For the defence, Mr. S. Shipton, Neath, urged that as the bye-laws were framed before the advent to use of the motor hackney carriage they could not legally be held to apply to them. In fact they were framed with especial reference to horse-drawn vehicles and to prevent cruelty to animals. After reserving decision for authoritative consultation the magistrates have declared in favour of this view. That means, if the decision is sound, that special framing of bye-laws to have reference to motor vehicles is necessary to bring them under local council's control. In comparatively few places has this been done.

C.M.U.A. Activity at Cardiff.—An effort is being made to make the Cardiff district a more active centre of the C.M.U.A. It is hoped to enlist a considerable additional membership to that obtaining at present and to form an area committee to arrange for the prosecution of the general interests of members and to consider a district vehicle parade. In this connection Mr. F. C. Gerrish, 1 Wood Street, Cardiff, has been appointed area registration officer and would be glad to co-operate with any members offering suggestion for the advancement of this project.

A Cardiff Conference. — Recently a private conference was held at Cardiff at which a Ministry of Transport representative presided. Representatives of the Cardiff City and Cardiff Rural Councils were present to state their views on the alleged congestion of bus traffic on the Cardiff-Pontypridd route. Messrs. White's Motors, Barry, and Cridland Docks, Cardiff, Tresilian Motors, Cardiff, and the Rhondda Tramways Company, all having proprietory interests in bus services on the route, were represented. Although the conference was of a private nature it is understood that several satisfactory concessions to the bus proprietors were made in the matter of plying to the City boundary, ordering of services and control by the local authorities. All these are subject to reaffirmation by the councils concerned.

Prosecutions of Bus Drivers at Tenby. — The Tenby Town Council has discussed the frequent convictions registered at the local police court against bus and coach drivers for entering the town area by means of prohibited roads. The council's conclusions in this matter really amount to the arrogation to itself of blame for the state of affairs existing there. Members of the council confessed that although they passed in motor cars the places where they knew direction signs had been erected they found them to be so inconspicuous as to be not easily observed. The Mayor said that the continual prosecutions of drivers, most of whom were strangers to the town, might harm the trade of the resort and they were in any event undesirable. It has been decided to make adequate provision for the direction of traffic entering the town.

Staff Outing.—The Cardiff staff of the South Wales Commercial Motors, Ltd., Cardiff and Bridgend, held its annual picnic on Monday, June 30th, the members journeying in the Company's coaches to Langland Bay. The Company directorate was represented by Mr. A. Gray and Mr. E. Mountain, the Cardiff manager, was also present. Testimony to the excellent feeling existing between staff and management was made in the course of brief speeches.

North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Important Fleet Additions. — The Northern General Transport Co., Ltd., have recently taken delivery of 20 new single-decker saloon buses, with a view to further developments. These will accommodate 38 passengers, the bodies being mounted on the standard "Y" type chassis used on their ordinary 34-seater vehicles, but with an extra long wheel base. The bodies have been built at the Brush Electrical Works, of Loughborough, and a further 20 similar buses are now being constructed, and when these are delivered the total fleet will be in the vicinity of 150 vehicles. They will prove of particular assistance in coping with rush traffic over busy routes.

"Scrapping" the Trams.—At last Darlington Corporation has taken the plunge and decided upon the substitution of its existing tramways, by trackless trolley buses. The General Purposes Committee of the Authority, which comprises the whole of the members of the governing body has now definitely resolved to recommend that application be made to the Ministry of Transport for permission to effect the change, and all that now remains is for the Corporation to formally confirm the resolution, which it has already, in effect, approved. As compared with a capital expenditure of about £96,000 to renew existing tram routes, railless traction will be substituted over all present routes at a cost of £35,000, whilst prospective extensions can be included at a total cost of £60,000, which, if served by trams would have entailed another £100,000 outlay. As can be seen therefore, the saving in capital charges is immense. In certain quarters the motor bus as a substitute had ardent supporters but the trolley bus triumphed over that vehicle on the question of operation costs, for, with local power available at ¾d. per unit, it was computed that running costs per mile showed a saving of 3d. in favour of railless cars, or, on Darlington's car mileage, an annual saving of £7,000.

Remarkable Bus Growth.—The growth of the motor bus activities of the United Automobile Services, Ltd., are nothing short of phenomenal. After making a commencement in the Lowestoft neighbourhood, the undertaking set about the task of establishing itself in the County of Durham, and now, from the headquarters at Bishop Auckland, United Services radiate in all directions across the face of that county, whilst depots at Blyth and Ashington act as centres of networks of routes in the south-east portion of Northumberland. Now the tentacles are spreading into North Yorkshire, and two extremely useful services have been inaugurated during the past few weeks. The first is an express service joining up Darlington and Northallerton, both important agricultural centres, separated by about 16 miles of prosperous farming countryside, and the second, forming a connecting link between Richmond and Ripon, both of which already are United centres of operation. The last named route takes in Catterick, which is now assuming importance since the decision of the War Office to establish a regular army depot on the site of the huge war-time training camp. There are undoubtedly immense possibilities for road passenger transport, and the undertaking are to be commended upon their enterprise in providing facilities over districts which are rapidly developing, and which will, furthermore, in the near future amply repay the initial outlay entailed.

More Motors for Fire Fighting.—Realising to the full the necessity for speedy and efficient appliances for the vital service of fire-fighting, the Chester-le-Street Urban District Council has resolved, after obtaining the advice of Superintendent Barrows, of the Newcastle Fire Brigade, recognised as one of the smartest and most up-to-date services in the provinces, to purchase a motor tender, a 35 ft. Ajax extension escape, a trailer and portable pump, with sixteen 100 ft. lengths of hose, and hand pump.

A Significant Development. — In view of the growing belief that the tramcar is slowly but surely passing, the action of the Sunderland District Electric Tramways Company is particularly significant. This undertaking has made the bold step, and by doing so has created something of a sensation in transport circles, by placing orders for 30 buses, with which to displace trams over certain routes, in order to meet the modern demand for quick service. Already four A.E.C. 25-seater buses on pneumatics have been delivered, and are in use, whilst it is expected that the remainder will be on the road during the course of the next few weeks. How far will this revolutionary step be followed by other tramway concerns?

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Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Wages Arbitration at Bradford.—Arbitration proceedings were commenced in Bradford at the end of last month in connection with an application for an increase of 5/- per week immediately on behalf of the transport workers, against which the Bradford and District Commercial Vehicle Owners' Federation had offered 2/- for one-horse drivers, mates and trailermen. The Deputy Lord Mayor of Bradford (Mr. J. W. Mason) was the arbitrator, and his decision affected between 4,000 and 5,000 men in Bradford, Shipley and Brighouse. In his award he gave an increase of 1/- per week to commence on June 6th, and a further 1/- per week on September 5th. The rates on September 5th will thus be: One-horse drivers, 52/6; two-horse drivers, 57/6; light motor drivers (up to and including two tons), 55/6; heavy motor drivers (over two tons), 62/6; mates and trailermen, 52/6; steam wagon drivers, 65/6; steam wagon steersmen, 54/6.

The Case of the Trolley Bus.—A case of some importance was decided after an adjournment for consideration of the matter by the Otley Magistrates when the driver of a Leeds Corporation railless vehicle was summoned for driving in a negligent manner. The Leeds Corporation run a service of railless vehicles to Otley and the proceedings were taken in consequence of a collision at the turn round at Otley. On behalf of the driver it was argued that the vehicle did not come within the scope of the Motor Car Act. The Bench appeared to receive this argument with considerable surprise, but after a week's adjournment it was announced that although they were satisfied that on the facts the driver drove his vehicle negligently, under the Leeds Corporation Acts the vehicles were exempted from the Motor Car Act, the Locomotives on Highways Act 1896 and the Locomotives Act 1898, or any bye-laws or regulations made under these Acts. The Chairman pointed out that although local people usually knew where trams and buses turned round, strangers to the district did not and drivers should take care accordingly. They did not think this case was a serious one, so far as the driver was concerned, but pointed out that the provisions of the Leeds Corporation Act laid it down that when meeting any other vehicle the trolley car must be driven on the left or near side of the road and so as not to prevent any vehicle passing. There were other Acts which applied in cases of driving to the danger of the public, or where by negligent driving damage was caused to any persons, horses or cattle. The case should act as a reminder to motor organisations to watch the local bills of municipal authorities to ensure that too many exemptions from general acts are not sought.

Bus Projects in Cities.—The motor bus is still looked at with a critical eye by local authorities who are afraid of competition against their own tramway undertakings. Leeds, for instance, has a special sub-committee enquiring into the position of those bus-owners who are running through services with other towns, but here the position is recognised to be that the Ministry of Transport, while agreeing that the tramways are entitled to protection with respect to purely local traffic, has intimated that it would be difficult to uphold the refusal to grant licences for through traffic if the refusal were solely due to a desire to protect the tramways, and the Ministry has suggested that buses should be allowed to take to the end of their journey passengers who were picked up outside the tramway area, and to pick up on a tram route passengers who wished to travel beyond the tramway terminus. In Bradford a similar position has arisen. Here the car routes radiate from the centre of the city and there have been a number of requests for permission to start services which really run round the centre of the city. At Bradford the position has been taken that applications to run on tram routes should be granted if the route is not sufficiently served by trams, or it is intended that the bus should proceed beyond the terminus, or otherwise link up districts—provided always that the granting of licences will not involve danger from congested or narrow roads or other reasons. On the other hand conditions are imposed as to stopping places, stands and routes, and the applicants are also required to submit time tables of rates and fares, and it is understood that the bus fares shall be such that they shall not compete with tram fares. This looks very much like saying one thing but meaning another, especially in view of the fact that through bus services between Bradford and Baildon and Bradford and Otley have been turned down.

Work on the Roads.—It must be admitted that road repair and reconstruction work is going on at a very satisfactory rate in the West Riding although the general improvement that is noticeable renders more pronounced the bad patches. These improvements and the useful work put in by the police in point duty work renders a much higher average of speed to be maintained than was the case a few years ago. There have been few cases of prosecutions in the West Riding recently although several Yorkshire drivers have been in trouble at Lancaster. The only point at which the police have been active has been in the village of Addingham-in-Wharfedale, where the proceedings have been for failing to give warning at dangerous corners. Whether these have been justified or not is, perhaps, a matter of opinion. Many corners and dangerous spots have been cut out in various places, however, and the road authorities are doing their best. The amount of money being spent in making the roads fit for modern requirements may be judged from the contracts being completed or about to be commenced by the West Riding County Council. For instance, £40,000 has been spent on paving outside the tramtrack at Linthwaite. At Marsden another £40,000 contract is being completed, while on the new road over the Aire Valley, which will provide a more satisfactory outlet for north-bound traffic from Leeds, no less a sum than £137,000 will be spent.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

Carrying Trade.—The report is still the same, very little work to be done and things generally in a depressed condition. There is nothing in the immediate outlook to suggest any definite improvement.

Motor Buses and Charas.—The season is proving none too lucrative. Riders are far from being as numerous as could be wished, and money is generally scarce. The chief item engaging the attention of local owners is a request which has been made by four local firms to the Ministry of Transport into a refusal of the Hull Watch Committee, as the licensing authority, to grant them additional licences. Two of the firms want authority to run on fresh routes and the other two are desirous of increasing their existing time tables. The inquiry has been promised. Indeed a date was fixed for it but more pressing work engaged the attention of the Ministry's inspectors and it was postponed. Outside the firms directly concerned feeling is largely in favour of the action of the authority. This arises from the perfectly natural and easily understandable point of view that the more vehicles there are on the road the worse it will be for everybody. Competition is very keen and price cutting runs to inordinate lengths. An instance is quoted of a party of thirty who wanted to be taken to one of the coast resorts, 25 miles out and 25 miles return. The usual charge is 3/- per head. One firm quoted this amount, but another offered to do it at 1/2 per head, a figure which would not pay actual expenses.

A Costly Change.—Some time ago the Labour members on the Hull City Council, against the opinion of the Tramways Committee, carried a proposal to divert one of the tram routes in such a way as to make it inconvenient of access by passengers to and from the principal railway station. Now it is proposed to spend £30,000 in cutting a new street to the station.

Furniture Removing.—Business generally is reported to be slack—a description which applies with equal force to the local association, the officials of which report "nothing doing."

The Long, Long Trail of Nails.—On a recent occasion a four-ton motor lorry, proceeding from Hull to Bridlington with a load of timber, also had on board a large bag of one-inch flat headed nails. The bag developed a hole and the nails gradually dropped out on to the roadway. The nail trail had been laid for miles before the driver discovered what had happened. Several motorists travelling along the road sustained punctures. Police motor scouts, roadmen and villagers were engaged for a long time gathering up nails.

New Pier and Landing Stage.—The Hull Corporation have decided to seek Parliamentary powers for the construction of a new pier and landing stage at an estimated cost of £200,000. One is badly needed. The existing structure which is used by the steamers connecting Hull with North Lincolnshire is antiquated and wholly inadequate. For instance the existing slopes do not permit of even small motor vehicles going down them to the ferry steamers, and consequently they have to be hoisted on board by a crane.

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Law Cases.

LIFT VANS AND TAXATION.

FURNITURE removers and haulage contractors, not only in the North of England, but throughout the length and breadth of the country, have followed closely, and awaited with the keenest interest, the verdict, in the important action at South Shields, which, as reported in our last issue, was opened on May 23rd with a view to securing a legal ruling on the point as to whether a lift van constituted part of the unladen net weight of a commercial motor vehicle, for purposes of basing licence charges. On that date the magistrates were unable to come to an agreement on the point, and consequently the case was adjourned for re-hearing before a newly-constituted bench. The important test case was heard by these new justices on June 20th, when their finding, namely, that a technical offence had been committed, gave the ruling that the movable body was a portion of the lorry for taxation purposes, a decision against which the defence immediately indicated that they would appeal to a higher court.

The action was one in which Mr. John Wm. Hodge, furniture remover and haulage contractor, of 16 Commercial Road, South Shields, was charged on two counts, the first being that of having made an incorrect declaration with reference to the unladen weight of a motor vehicle when making application for a licence on January 11th; and the second alleging that on February 9th he had in use a lorry, for which a licence was not then in force, that issued to him on January 12th having become void as a result of an alteration made to the vehicle after the licence had been granted, which caused the vehicle to become one in respect of which duty at a higher rate than that paid by him was required. As at the first hearing, the case for the prosecution was presented by the Town Clerk (Mr. J. Moore Hayton) and Mr. J. Robt. MacDonald, barrister, instructed by Messrs. Wm. Joynson-Hicks, and Co., London, conducted the defence on behalf of the Furniture Warehousemen and Removers' Association.

There was no dispute as to the facts of the case, the sole point at issue being as to whether the lift van came under the definition "Alternative body," and whether it ought to be included in the unladen weight of the vehicle for taxation purposes.

The Town Clerk, in re-submitting the evidence for the prosecution, explained that the substance of the offence was that the proper amount of duty had not been paid in respect of a commercial lorry owned by Mr. Hodge. The licence was applied for first in 1921 when the unladen weight, according to defendant's declaration, was 3 ton 15 cwts., by which it was taxable at the rate of £28 per annum. The licence was renewed from time to time, and on each occasion Mr. Hodge made the usual declaration that the particulars given in his original application were correct. Subsequently notices were issued to the users of commercial vehicles requiring them to produce certificates of weight, and it came to the knowledge of the authorities that certain furniture removers were using motor lorries for the purpose of removing furniture, on which a movable body was used. Provided this body had to be included in the net unladen weight, then the total taxable weight of the vehicle was increased to 4 tons 16 cwts., and the vehicle therefore came under the £30 per year scale for duty.

The Ministry of Transport, Mr. Hayton went on, in its capacity as controlling authority in these matters, had been advised that these movable bodies should be included in the unladen weight of the vehicle, and accordingly gave instructions that all persons using such bodies in connection with their motor vehicles, should be required to pay duty on the weight of the vehicle including the movable body.

Mr. MacDonald strongly urged that the lift van was not in any way an alternative part of the vehicle, but merely an addition, in the way of a packing case or box, which could be removed and put on rail for subsequent transit, and the defendant told the magistrates that as a matter of fact the van in question was originally constructed for use with a horsed-wagon and not a motor at all.

The magistrates came to the conclusion that a technical offence had been committed, and imposed a nominal fine of £2, whereupon Mr. MacDonald at once gave notice of appeal.

BLINDED BY HEADLIGHTS.

SAMUEL Allen and Harry Allen, father and son, of Wollaton, sued Thomas A. Lilley, also of Wollaton, at the Nottingham County Court, in respect of injuries sustained on February 3rd, when defendant was alleged to have driven a motor van into the two men as they were walking along the road from Nottingham to Wollaton.

Mr. J. W. P. Mosley, for the plaintiffs, said that Allen and his son had been to a picture palace, and were walking home at about 10.30 p.m. along with several other people. Defendant's car was coming in the same direction, and when the pedestrians heard it approaching they stepped on to the grass on the left side of the road. The car also got on to the grass, and knocked Allen junior down, and the father was caught by the left side of the car. The son was picked up from under the car, but afterwards went home. His father had to go to hospital for four days. As a result of the injuries sustained the son was away from work for over two weeks, and the father was off for seven weeks. The total amount claimed for damages to clothes, loss of wages, and medical attention was £50.

Mr. A. M. Lyons, for the defendant, said that the driver of the van was "blinded" by the dazzling headlights of a motor bus travelling in the opposite direction, and consequently failed to notice the group of people near the side of the road.

Giving evidence, Lilley said he first noticed the approaching bus when it was forty yards away, and on account of the dazzling lights, which blinded him, he closed the throttle of his engine, and slowed down, blowing his hooter at the same time. In fact he slowed down to such an extent that the car came to a standstill, and it was not until he got out to re-start the engine that he saw that he had run into anybody.

In giving judgment for the plaintiffs, his Honour, Judge Turner said that in regard to the dazzling headlights his view was that if a motorist were in a position where he was going to be dazzled, so long as the law was what it was he had better pull up at a time when he could see in front of him, and know there was no danger. "What sort of a look-out must the defendant have been keeping before the accident if he drove into seven people, none of whom he saw in front of the car?" asked his Honour.

Damages amounting to £35/7/- were allowed Allen, senr., and £8/8- for the son.

TRADE VANS USED FOR PLEASURE.

FREDERICK JOSEPH CROTCH, billposter, of 80 King Street, Norwich was summoned for using a motor car licensed under the second schedule to the Finance Act, 1920, for such a purpose as to bring it within a class of vehicle to which a higher rate of duty is applicable. Superintendent Carter, prosecuting on behalf of the County Motor Taxation Committee said that a lot of trade motor vans were being used by their owners for taking their families to the seaside, but this was quite illegal. In the case of a Ford van an owner would have to pay £23 for a licence to use for private purposes, and only £16 if used for trade. Police Sergeant Aldis said that the defendant admitted having driven his wife and children to the seaside on Easter Monday. He wrote to the County Taxation Officer explaining that he was using the van to look out for a suitable site for a hoarding for billposting. Fined £2/2/-

CHAR-A-BANC A LIGHT LOCOMOTIVE.

AT Bangor Police Court the magistrates have delivered a considered judgment in a case in which overcrowding was alleged against the driver and conductor of a motor bus owned by the Bangor Blue Motors Company.

The Chairman said the bench was of opinion that the char-a-banc was a light locomotive within the meaning of the Locomotives on Highways Act, 1896, and must be deemed to be a carriage within the meaning of 5 and 6 Victoria, c. 79, section 13, which prohibits the overcrowding of a stage carriage.

They were also of opinion that the term "stage carriage" now included any vehicle other than a railway carriage used for the conveyance of passengers paying separate and distinct fares for their seats. They were satisfied that the char-a-banc was carrying a greater number of passengers than that allowed, and inflicted a penalty of 40/- on the driver and conductor, but directed that only one prosecution be maintained for the recovery of the penalty against the driver or conductor, at the option of the prosecutor.

The charge against the conductor was withdrawn.

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BLINDING HEADLIGHTS AND AN ACCIDENT. QUESTION OF LIABILITY.

AT Grantham, John Walker, Peel Street, Broomhill, Sheffield, sued the Panda Transport Company, Whitechapel, London, for £100, of which £69 was for personal injuries, and the balance for medical and dental fees, and eight weeks' loss of work.

Plaintiff's case was that when he was driving on the Great North Road in Colsterworth, he saw a car approaching with powerful headlights which blurred his vision, and a few yards after passing it, he ran into a motor pantechnicon, which had no rear light. The driver of the pantechnicon had been fined for not having his rear number illuminated.

It was urged for the defence that the fact that defendants had been guilty of a breach of the lighting regulations did not render them liable to a civil action; that even if the pantechnicon had been lighted the accident would have occurred.

His Honour, without calling on the witnesses for the defence, said the pantechnicon was on the proper side of the road, but the absence of the red light contributed to the accident. Plaintiff should have slowed down considerably, and he thought there was contributory negligence on his part, and he was not entitled to recover. He gave judgment for defendants with costs.

OMNIBUS AND LORRY IN COLLISION.

IN the Mayor's and City of London Court, before Mr. Registrar Dell, a claim was made by Messrs. Thomas Tilling, Ltd., road transport contractors, 20 Victoria Street, Westminster, against The Cement Marketing Company, Limited, 8 Lloyds Avenue, E.C.3, for £5/12/6 damage caused by the alleged negligent driving of a lorry by the defendants' servant. Mr. Handcock was counsel for the plaintiffs, and Mr. Eric Dunbar for the defendants.

Counsel said that the accident out of which the damage arose occurred at Selsdon Road, Croydon, on the 10th of March last. The main Brighton road was under repair and Selsdon Road, a bye road, was used to carry the traffic. It was a narrow road and would take three lines of traffic abreast. While the plaintiffs' bus was going along in a regular line of traffic it had to pull out in order to pass a stationary lorry. At the same time the defendants' lorry, proceeding in the same direction, in an endeavour to pass the plaintiffs' bus collided and caused the damage complained of. The defendants' case was that the defendants' lorry had passed the plaintiffs' omnibus and was proceeding past the stationary lorry when the plaintiffs' omnibus tried to pass between and so brought about the accident. After hearing the evidence Mr. Registrar Dell said the onus was upon the plaintiffs to prove that the defendants' driver was at fault, that onus had not been discharged, the accident having been caused by the bus moving out from behind the stationary lorry. Judgment was entered for the defendants, with costs.

EMPLOYERS' LIABILITY.

BEFORE His Honour Judge McCarthy, at Harrogate County Court, James Henry Gamble, lead miner, Forest House, Greenhow Hill, Pateley Bridge, claimed an award of 35/- per week under the Workmen's Compensation Act, 1906, from his previous employers, the Greenhaugh Mining Company, Greenhow Hill. Applicant fell off a lorry on his way to work, and the issue was whether it was obligatory for him to have ridden on the vehicle. Mr. J. E. A. Titley represented the applicant, and Mr. C. J. Frankland appeared for the respondents.

Mr. Titley said that the applicant's claim arose out of an accident on October 15th, when he was riding to work on a lorry belonging to the respondents. Something happened to the machinery, and the vehicle swerved, and the applicant fell off sustaining a fracture of the left knee joint, a fracture of the left elbow joint, and extensive crushing of the muscles of the leg and arms. Applicant whose weekly earnings averaged £3/5/- was permanently stiff down the left side, and it was quite impossible for him to do any work which required physical exertion. Mr. Titley pointed out that Greenhow was a wild district, and that the men probably would not go to the mine if they were not taken backwards and forwards by the lorry, for which no charge was made. On the lorry there was a notice that passengers other than employees must not ride.

Applicant said that he had been employed by the respondents as a miner in the lead mines. The lorry ran from Greenhow to the mines at a certain time each morning, and the men used to wait for it. Applicant was once told that the lorry ran specially for the men. On one occasion, when it did not turn up, he was an hour late, but no pay was deducted. On the day in question the lorry was loaded with coal, and he was riding. Going round a corner outside Greenhow the lorry swerved, and he fell off.

Replying to Mr. Frankland, applicant said he was paid from the time he reached the mine. There was no payment for riding on the lorry.

Arthur Kingham, secretary and assistant manager, was called for the respondents. He said that the lorries carried ore down to Pateley Bridge Station, and returned with stones to the mine. The company had no objection to the men using the lorry to get to work, but the men pleased themselves.

In support of his contention that the respondents were not liable, Mr. Frankland quoted judgments given in previous cases.

Mr. Titley replied that the man was expected to use the lorry, and that it was part of his working contract.

His Honour said that it was an interesting case. The question was at whose risk was the transit made from the workman's residence to the place of his employment? Was it an implied term that those men were to travel by the lorry or not? There was no compulsion upon the men, and they were perfectly free agents. Their pay commenced the moment they got to the mine, and ceased when they left. It was a coincidence that the shift for the lorry and the men at Greenhow should begin at the same time, and thereby the men were at liberty to use the lorry. There was no obligation upon them to use it, and although he was very sorry for the applicant, he must give judgment for the respondents.

UNCOMPLETED CHAR-A-BANC TRIP RESULTS IN DAMAGES.

AT Hanley County Court, Judge Ruegg, K.C., gave an important decision in regard to the liability of a char-a-banc proprietor to carry out his contract to complete a pleasure party trip. He awarded four guineas damages to James Clough, a Hanley licensee, against Messrs. W. K. Wynne and Co., motor char-a-banc proprietors, of Bucknall Road, Hanley, because of the defendants' failure to drive the plaintiff and his friends from Hanley to the Wrekin and back.

The case for the plaintiff was that he and his customers, for whom the outing had been arranged, arrived at the Wrekin safely, but subsequently the vehicle broke down and the party, after missing their tea, for which they had to pay, arrived at Hanley at five o'clock the next morning.

Mr. R. W. Beswick said the principle was a serious one for char-a-banc owners, to which the Judge replied that they must protect themselves by having drawn up contracts with protective clauses.

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Motor Transport in Italy.

By Percy F. Martin, F.R.G.S., our Special Correspondent in Italy.

No modern traveller through the main provinces of Italy can fail to observe the growing road traffics as opposed to railway transport; and, certainly, much of the credit for the development is due to the enterprise of Signor Mussolini's government. Road traffics are now vaster, heavier and faster than ever before, and the most favourable factor in the situation, from the Italian point of view, *bien entendu*, is that practically the whole of the machines plying are of native manufacture. In vain have foreign dealers knocked at the door of consumers. Especially is this the case with the enterprising agents of United States' firms, who have besieged the motor-truck market with little or no results; not even the most attractive terms have succeeded in displacing native manufactures. While uncertainty as to the future demand for passenger motor-vehicles is shown by the industry, these conditions do not apply to the lorry manufacturing trade. Whereas the Fiat Company has reduced its production of passenger-cars somewhat, in accordance with the general seasonal slackness and the apparent limitation of the European markets, the firm is busy in executing a number of large orders for lorries, which will soon be taking the road. The output of these will largely compensate for the lack in demand for other cars, especially those intended for summer use which have fallen off largely this season.

The six lorry chassis now enjoying the largest sales are all of domestic manufacture—the Fiat, Ansaldo, Lancia, Itála, Ceirano, Diatto and Spa. The choice of native-built trucks is easily explicable, not alone in view of the exchange fluctuations which have seriously affected trade with other manufacturing countries, particularly the United Kingdom and the United States, but on account of the facility with which spare parts can be obtained locally. Moreover, the Italian industry is protected by extremely high duties, just as a large domestic production successfully restricts sales of foreign passenger-cars.

Even the threatened campaign of the Ford Company of Turin has not seriously affected the Italian motor-truck market, nor could the attempt to establish a subsidiary factory in Trieste, for the purpose of assembling Ford motor-cars for the Italian and Near-Eastern markets from parts imported from the United States, really affect the interests of local manufacturers as much as they pretended. The worst to be dreaded was the conversion of a large building, already existing in the old port of Trieste, which would, however, employ Italian labour exclusively and directly place large orders with Italian manufacturers for tyres, glass-work, lamps, etc., required in connection with the assembled cars. It is, therefore, difficult to understand the ultra-energetic protests which Italian motor-car manufacturers entered against the erection of the Ford factory in that then duty-free zone.

On the other hand, the Italian motor-car industry has made some inroad abroad. The works centred in Piedmont and Lombardy of late years have succeeded in obtaining a considerable foreign *clientèle*, the war having greatly favoured the prosecution of their industry. Orders received from former belligerent States made it possible for the Italian plant to be considerably extended. It is true that the trade done to-day is more in the direction of luxury-cars than motor-trucks; but orders for the latter are now filling-up contract books, and the Italian motor-lorry trade is looking forward to a fairly busy time.

Between 28,000 and 30,000 motor-trucks are at present in operation on local roads. Of these, perhaps, 20,000 have come from the Fiat factory, and 6,000 or 7,000 from that of the Spa. A considerable number of foreign-made trucks, imported during the war, are, however, still in use, those of from 3 to 5-ton carrying capacity being largely in favour. In most cases solid tyres are found the best, despite the lower tax-rate imposed on those equipped with pneumatic tyres. The weight limit for trucks in Italy is 8,000 kilos. (approximately 8 ton); but the weight is also regulated by the width of the tyre. The initial cost rather than the cost of upkeep and durability is the determining factor in all truck sales. There is small demand for stake, dump or express bodies.

Drivers of ordinary road vehicles are somewhat concerned at the encroachment upon their path by the ever-growing number of heavy lorries. In addition to the ponderous vehicles now being employed, many of which are loaded considerably above their destined capacity, the Italian highways are encumbered by numerous travelling traction-engines, which rapidly crush the best surface and imperil the safety of a large number of bridges neither designed nor constructed to bear such enormous weights. But the advance of the commercial motor industry is not likely to be affected by the objections of private individuals or even of administrative bodies. Indeed, the Italian motor-truck industry has been subjected to fewer disadvantages or restrictions than that of any other country, the Government's policy being to protect—and not to oppose—the use of commercial motors, considering freight transport of more economic importance than passenger traffic.

The employment of gasoline-operated vehicles for the maintenance of short road passenger-services has likewise brought Italy a perceptible step nearer to the use of the motor-truck, not alone as an independent freight-carrier, but as an adjunct to railway transportation. The railways, forming a State-owned enterprise for the most part, have received governmental instruction to work in harmony with motor-truck owning companies, as a consequence of which a number of fleets of automobile trucks are now jointly-owned, and distribute their freights from a common centre. At these central-distributing points, freight is collected from the shipper and delivered directly to the consignee, the additional cost being comparatively small. Owing to the topography of the country, especially in the more important industrial districts of Lombardy and Piedmont, there are few towns where it would prove impracticable to instal a motor-truck delivery system in connection with the regular railway freight-service, or introducing, at the same time, a single-rate to cover both charges. Italian exporters are so accustomed to the payment of high freight tariffs that little objection to the increased cost above referred to is anticipated. On the other hand, there would be a saving effected in the cost of hauling to and from the depôt, and much time gained in the collection of the consignments. The minimum number of handlings to which freight has to be subjected at present also forms an important consideration, especially in the case of more fragile goods.

Every inducement is being offered to Italian manufacturers, as well as to export-houses, to employ auto-trucks as far as possible, a fact which easily explains the progressive growth of the motor-lorry industry. Enquiries pursued in many different directions prove that a better demand is being met with for the lighter weight motor-trucks, such as can be employed for city work and small loads; on the other hand, the heavier class is also in request, especially since a number of high-class motor roads have been formed into a linked-up system between important cities and trading industrial centres. There is every reason to believe that within the next few years the value of the auto-truck as an adjunct to the railway will become more and more appreciated, and that the principal railway lines, even if they should eventually pass to private enterprise (as are the hope and aim of the Italian Government) will continue to maintain close association with, or practically to own, subsidiary and auxiliary companies to which all the trucking business of the road will then be handed. The organisation so far introduced in regard both to vehicles, loading and unloading crews, etc., has been good, although unquestionably capable of improvement. At several of the large city railway termini, such as those of Rome, Milan, Turin, etc., well-organised road-delivery systems have been adopted, and the carrier-companies' vehicles, with their competent loading and unloading crews, are in constant attendance ready to handle freight expeditiously and economically for which other tracking arrangements may not have been made.

There is, likewise, some prospects of greater popularity for what is known as the trackless trolley bus, a combination of street-car and motor-bus, the use of which seems to have aroused a certain amount of interest in some European countries, although this is as yet somewhat less apparent than in the United States. Italian manufacturers have not entered upon the construction of this class of road vehicle upon any system except for some of the mountain districts, where trackless trolley-buses of an inferior type are to be found operating between railway stations, markets and hotels. It is possible, however, that the coming summer may witness some notable change in the situation.

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Motor Notes.

The Dew Catalogue.—The new Dew catalogue measures 11 ins. by 8½ ins. and contains 292 pages and illustrated descriptions of practically every motor accessory and component.

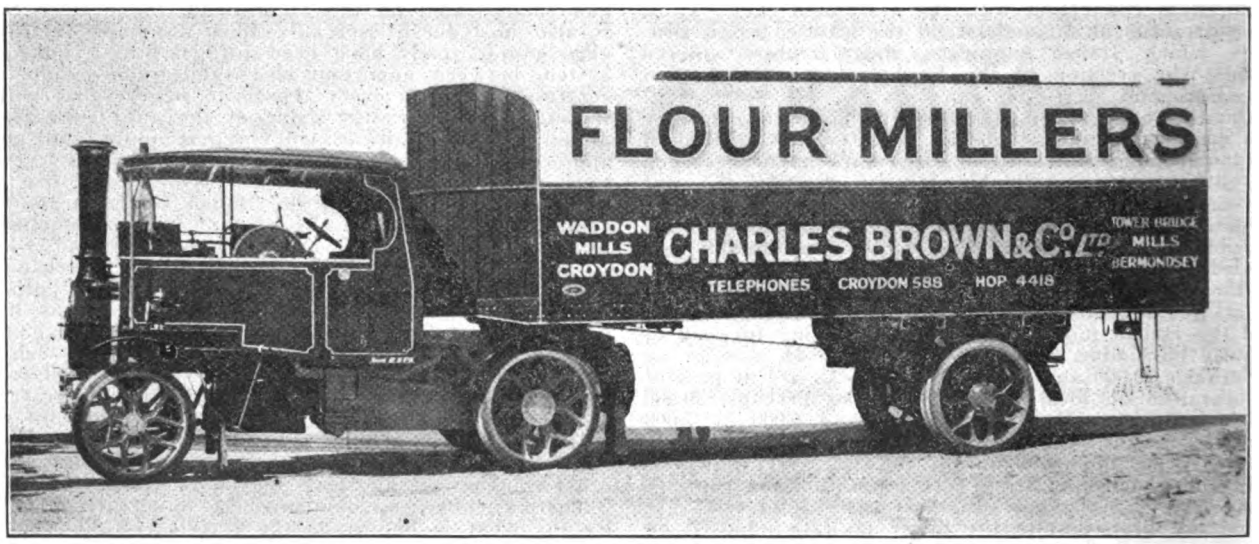
The Berliet Delivery Van.—Messrs. Sam Hanson & Son, of 14 Eastcheap, E.C., have recently purchased a 30-35-cwt. Berliet as shown in the photograph. It is equipped as standard with electric starting and lighting (five lamps), electric horn, speedometer and pneumatic tyres. Messrs. Hanson & Son own a fleet of these fast delivery vans.

A BERLIET 30/35-CWT. FAST DELIVERY VAN.

The Karrier Data Sheet.—The Karrier data sheet has been drawn up for the distribution at the British Empire Exhibition and gives general information and dimensions of seventeen distinct models manufactured by this firm. It is intended for the more technical readers. The back of the sheet is occupied by illustrations of various types of vehicles manufactured by Karrier Motors, Ltd., of Huddersfield. The cover gives overseas addresses of representatives in Australasia, South Africa, South America and India.

C.A.V.'s at Wembley.—C. A. Vandervell & Co., Ltd., Acton, London, W., inform us that their electric equipments on vehicles exhibited at Wembley outnumber those of any other make.

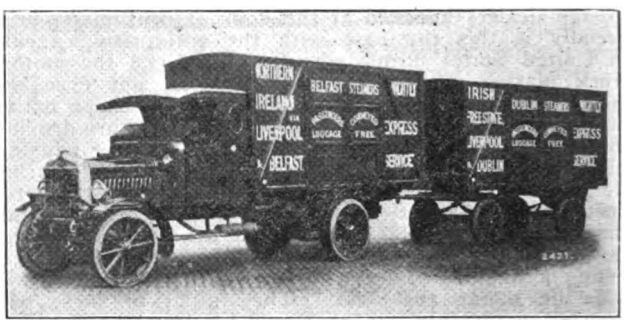
The Foden-Carrimore Six-Wheeler.—The accompanying photograph shows a somewhat unusual type of Foden-Carrimore six-wheeler. The body has been specially designed and built by Carrimore Six Wheelers, Ltd., Carrimore Works, High Road, Great North Road, North Finchley, London, N.12, for the transportation of loose grain in bulk. Provision has been made to admit the grain at the top of the roof and three outlets are provided at the bottom of the body to transfer the grain to underground conveyors.



A FODEN CARRIMORE 6-WHEELER.

Thornycrofts at Wembley.—John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1, tell us that judging from the number of visitors to their stand the Dominions are well represented, amongst whom, however, Australians are probably in the majority. They have received many enquiries from visitors from New Zealand, Canada, India, Sweden, Norway, Egypt and the U.S.A. From this it would seem that the Exhibition is certainly fulfilling its purpose of introducing British manufactures to overseas buyers.

A.E.C. Recent Deliveries.—Our photograph shows an A.E.C. 3-4-ton 45 h.p. chassis, purchased by Thos. Allen, Ltd., 17/19 Wapping High Street, London, E. The lorry and trailer bodies are exactly similar in design and size, the dimensions of each being 14 ft. long by 6 ft. 6 in. wide by 6 ft. 10 in. high, and they are used for conveying passenger's luggage from Lime Street Station, Liverpool, to the Belfast and Dublin Steamers.



AN A.E.C. WITH TRAILER FOR PASSENGER LUGGAGE SERVICE.

The Reo Speed Chassis.—Harris & Hasell, Ltd., 130 Great Portland Street London, W.1, inform us that the price of the Reo speed wagon chassis is now £320, but that during the past twelve months a number of important improvements have been effected which have added to the cost and value of the chassis, including: fitting of 33 inch by 5 inch pneumatic cord tyres in place of 34 inch by 4½ inch, the fitting of an American Bosch magneto, new and heavier type rear axle carrying a guarantee of 33 cwts. gross load in place of 28 cwts., while freights have increased some 60 per cent. since March 1st, and the rate of exchange is down considerably compared with the exchange rate when the post-war price was fixed at pre-war, viz., £295. In addition electric side lamps and plated radiator cowl are now standard on the chassis, which in conjunction with the very generous equipment including: electric self-starter, electric head lamps with dimmers, and tail lamp, electric horn, speedometer, inspection lamp socket, front and rear wings and running boards with valances, spare rim and complete tool outfit—makes the Reo excellent value for the money.

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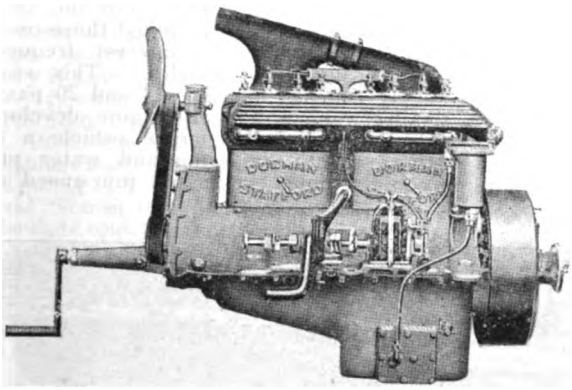
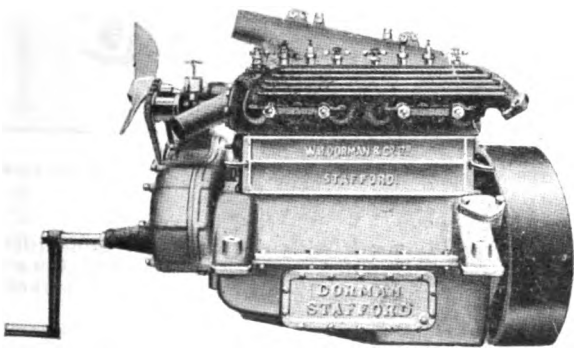
Dorman Engines. — W. H. Dorman & Co., Ltd., Stafford, have in hand, for this season's business, modifications of types 4 J.U. 95 mm. by 140 mm. bore and stroke, making this engine 100 mm. in the bore to bring it within subsidy model class. The engine in future will also be available as a unit construction engine. They are also making provision for starting and lighting equipment, with many other detail modifications. This engine during the past several years, has been supplied to one of the largest commercial vehicle makers and has been extensively used for lorry and char-a-banc work, and on these duties has given every satisfaction. Regarding the larger engines, namely 4 J.O. 120 mm. by 140 mm. bore and stroke, and 4 J.J. 110 mm. by 140 mm. bore and stroke, there are modifications going through to bring them right up-to-date, the main one being provision of detachable heads on cylinders, and as before, in addition, several changes have been approved for the internal portion of the engine. Provision is also being made for the fitting of dynamo and starter, and 3-point suspension can be provided if required.



A DORMAN 4 J.O. TYPE ENGINE.

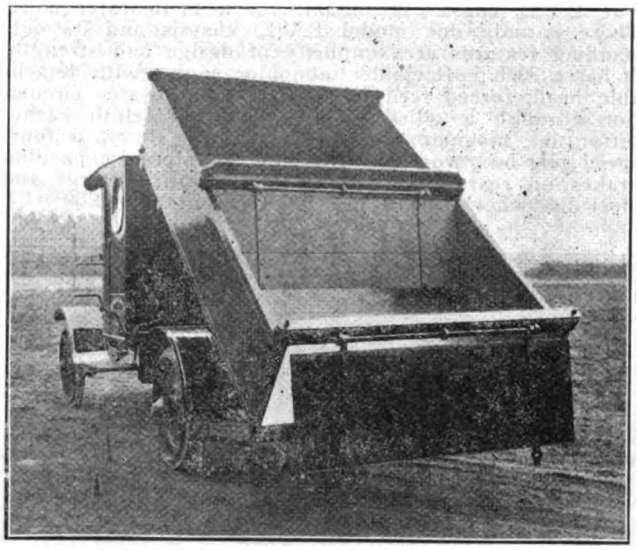
To cater for the light lorry and for small char-a-banc work, there is available type 4 M.R. engine, which at present is being extensively used by one of the leading bus companies, and also several prominent commercial vehicle builders, and for fire pump work. The engine is of the monobloc type, employing 3-point suspension, fitted with detachable head, provision being made for the mounting of a dynamo and starting motor.



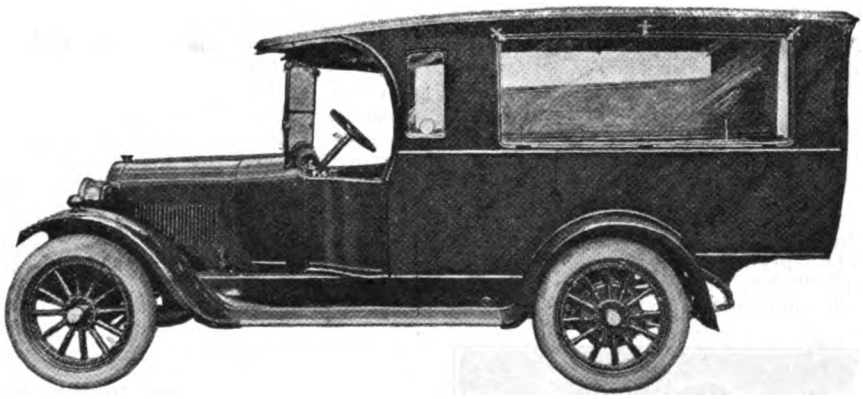
A DORMAN 4 J.U. TYPE ENGINE.

The engine is very robust, and in service has accomplished several "gruelling" runs. Possibly the most notable being from Glasgow to Stafford in one day, on a fully laden 30-cwt. vehicle. The bore and stroke of this engine is 80 mm. by 130 mm., petrol consumption and oil consumption being remarkably good.

A Special Body for Coal Delivery.—Our photograph shows a Star 30-40-cwt. commercial chassis fitted with a two compartment tipping body for delivering coal. This particular vehicle has been recently supplied to the Whitwick Colliery Co., Ltd., Coalville, through Messrs. Blythe & Sons, Hotel St., Coalville.

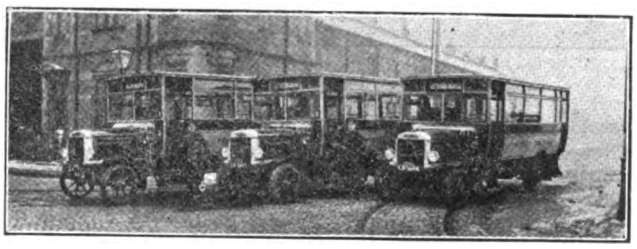


A STAR ENGINEERING CO.'S TWO COMPARTMENT TIPPER.



THE BONALLACK CONVERTIBLE HEARSE OR "HANDY" BODY.

A Two-Purpose Body.—Our illustration shows a two-purpose body which has recently been constructed by Bonallack & Sons, 268 Romford Road, Forest Gate, London, E., who are authorised dealers in Dodge Brothers products. The body is mounted on a Dodge Bros. 15-cwt. chassis and it is so constructed that it can be used either as a hearse or as a handy. When used as a handy the plate glass windows on the sides of the body are covered by two slip panels which rest on three channels at the bottom and are secured at the top by three nickel plated fastenings on the inside of the body. When used as a hearse the panels are removed and the rack lifted out. In its place a table is fitted which rests on the back of the driver's seat and is supported at the other end by two legs which rest in plated sockets in the floor. The tip-up seat secured to the side of the body immediately behind the driver accommodates two bearers and there is room on the driver's seat for two persons in addition to the driver.



THREE OF PRESTON CORPORATION'S 32-SEATER LEYLANDS.

Leyland Buses. — We illustrate three 32-seater single-deck buses of the well-known Leyland make recently added to the Preston Corporation's fleet.

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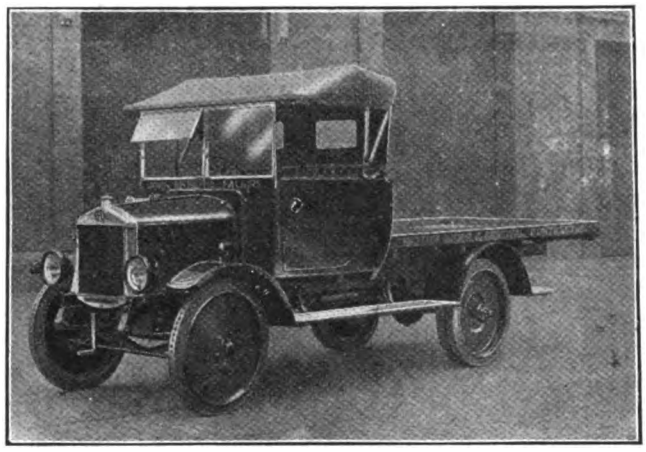
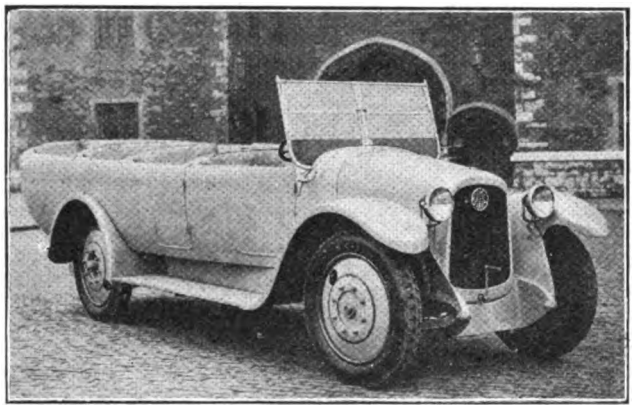
Passenger Vehicles.

Light Vehicles, Ltd., Powlett Street, Wolverhampton. The L.V.L. chassis is suitable for a 14-16-seater body. There is only one model L.V.L. chassis and its outstanding features are simplicity of design and strength. It has a 20 h.p. 4-cylinder monobloc engine with detachable head, forced feed lubrication, pump water circulation through a gilled tube radiator, a Zenith carburettor, h.t. magneto, Ferodo faced cone clutch, a four-speed gear box, worm driven rear axle, internal expanding brakes on rear wheel drums, semi-elliptic springs and steel disc wheels. The price of the chassis is £395.



AN L.V.L. CHASSIS WITH PLATFORM BODY.

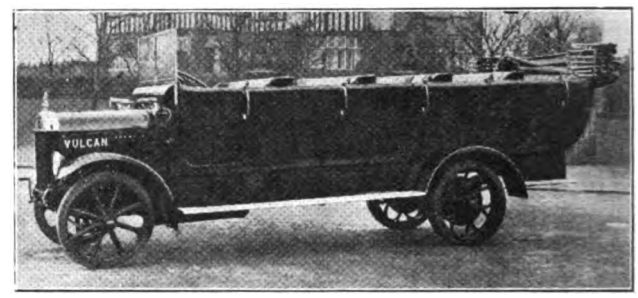
L. C. Rawlence & Co., Ltd., 39 Sackville Street, London, W.1. This firm markets the Latil chassis of which the "B" type, by reason of its low loading line, is particularly suitable for passenger carrying work. With an omnibus body it is capable of carrying 18 passengers, or with a char-a-banc body 14-16 passengers. It has a four-cylinder monobloc engine 85 by 130 mm. bore and stroke, and it is fitted with a centrifugal governor. Oil is circulated by pump and there is an automatic carburettor. The clutch is a single disc. The four-speed gear box provides speeds of 5, 9, 15 and 28 m.p.h. The springs are semi-elliptic and the wheels are the disc type fitted with pneumatic tyres 955 by 155 single front and rear. The foot brake acts on the main shaft and the hand brake on the rear wheels. The weight of the chassis is 28 cwt., and the useful load 30 cwt. exclusive of body.



A LUXURIOUS LATIL MOTOR COACH.

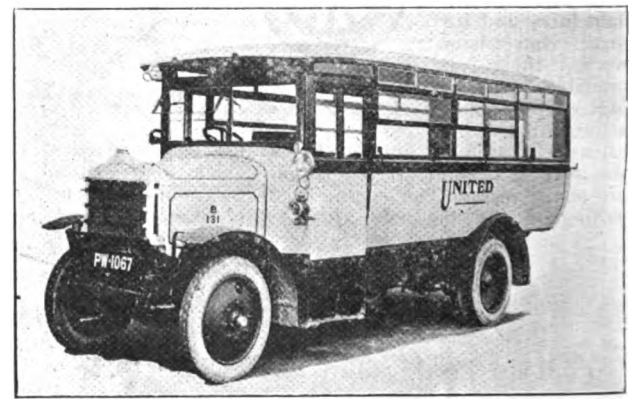
British Lighting and Ignition Co., Cheston Road, Aston, Birmingham. This company offer two alternatives for the lighting of motor coaches, namely, a set providing two head lights, two side lamps and a tail lamp, and a set providing for electric head lights only, oil lamps being used at side and tail. In proportioning the necessary apparatus, these manufacturers recognise that there are occasions on which motor coaches may be required to stand for long periods after dark, showing the necessary lights throughout the whole time of standing without depleting their batteries. One of the B.L.I.C. sets comprises aluminium head, side and tail lamps and a dynamo of the D.K. or D.E. model. These provide respectively current of 11 amperes and of 13 amperes at 6 volts and both types are also wound for 12 volts if this pressure is preferred. For closed vehicle requiring additional interior lamps, the B.L.I.C. dynamos known as B.D. and D.D. types are available. The firm are also manufacturers of starting motors, magnetos and battery ignition equipment.

Vulcan Motor & Engineering Co. (1906), Ltd., Southport. Vulcan motor coaches are of a size most convenient for operation in winding lanes. For this reason they are proving extremely popular amongst those owners who wish to run trips to places of interest, frequently inaccessible to more unwieldy vehicles. This season the firm will supply coaches to carry 14 and 20 passengers. The smaller vehicle has an engine developing 20·1 h.p. R.A.C. rating and the larger vehicle a 22·4 h.p. R.A.C. rating. Both have fan and water pump circulation for cooling, cone clutch and four-speed gear box.



THE VULCAN 20-SEATER COACH.

United Automobile Services, Ltd., High Street, Lowestoft. The special production of this firm is the one-man operated saloon coach body. It is made in various capacities, either 14-16, 20-24, 26-30, or 30-35 seating capacity. The safety door is opened and closed from the driver's seat by the "United" safety device which is standard, but an ordinary door, opening outwards, will be fitted at extra cost if desired. If desired a rear entrance on the near side can be fitted but this cuts out two seats. All saloon models are fitted with an emergency rear door, the door being secured by safety catch normally.



A UNITED AUTOMOBILE "PAY-AS-YOU-ENTER" BUS BODY ON DAIMLER CHASSIS.

Parking at Plymouth.—Plymouth Watch Committee as a temporary measure, has authorised the Chief Constable to make a charge of 1/- per motor car parked in Princess Square.

One-Man Service Delays.—West Hartlepool Corporation has been informed by the Ministry of Transport that having regard to the passenger capacity of the trackless trolley car proposed to be used on the Foggy Furze route, the operation of the car by one man would be attended with considerable inconvenience and delay during heavy traffic and for this reason it would not appear to be a method to be recommended. No objection however, would be raised to one-man operation during slack periods of the day.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

E. T. Harrison, 29 Station Road, Ashford, Kent, carrier. £48/12/6. April 29th.

S. E. Bold, The Bungalow, Whiston Lane, Prescot, Lancs., haulage contractor (trading as Bold Motor Transport and Trading Co.). £16/12/6. April 25th.

Central Transport Co., 37 Gannow Lane, Burnley, motor haulage contractors. £68/9/4. April 25th.

Jas. Coleman, 2 Grove Mews, Lisson Grove, Marylebone, London, W., furniture remover. £29/13/6. April 24th.

A. F. Freeman, 25a Brondesbury Villas, Kilburn, London, N.W., transport agent. £12/0/4. April 28th.

W. Whiteman, Woodend, Worksop, Notts., haulage contractor. £39/9/9. May 2nd.

W. R. Lidington, Thame, Oxford, haulage contractor. £19/11/0. April 28th.

Alf. Jas. Clayton, 23 Cambridge Mans., Battersea, London, S.W., haulage contractor. £38/12/10. March 24th.

Croft Motor Transport, Ltd., 17-19 Booth Street, Bradford, motor hauliers. £19/16/0. April 15th.

J. & J. Haxby, Spring Hall Lane, Halifax, char-a-banc proprietors. £32/2/7. April 24th.

Hubert Spary, 17 Saxon Road, Luton, Beds., haulage contractor. £57/13/6. April 8th.

Ernest J. Cole, Bath Road, Hungerford, Berks., transport contractor. £21/17/0. May 1st.

— Holland, London Road, Newbury, Berks., haulage contractor. £10/12/4. May 10th.

— Hunter, Wootton, I.O.W., carrier. £21/13/8. May 7th.

S. Kent & Sons, 21 Dermody Road, Lewisham, London, S.E., haulage contractors. £23/9/6. May 5th.

Morgan & Phillips, Cascade, Pengam, Mon., haulage contractors. £15/17/6. May 9th.

Harry Howlett, 8 Watlands Parade, Porthill, Staffs., haulage contractor. £92/16/10. April 24th.

Harry Litherland, Hawthorne Tree, Walsall Wood, Staffs., haulage contractor. £51/15/9. April 28th.

Frank Allmand, Moorfields, Willaston, near Nantwich, carting contractor. £27/16/0. May 8th.

Geo. Morgan, 7 Essex Terrace, Saltash, Cornwall, haulage contractor. £26/5/0. May 9th.

J. Broadbent, 98 Oldham Road, Waterloo, Ashton-under-Lyne, carrier. £95/2/11. May 12th.

Hayward & Hammond, 18 & 20 Bridgewater Street, Deansgate, Manchester, road transport & forwarding agents. £25/8/1. May 16th.

W. Roberts, 18 East Topping Street, Blackpool, carting agent. £40/6/11. April 9th.

Arthur Williamson & Arthur Bakewell, Loughborough, motor haulage contractors. £45/8/6. May 10th.

W. Lester, Wellington Road, Hounslow, haulage contractor. £21/12/4. May 9th.

S. Harrison, 113 Colston Street, Newcastle-on-Tyne, haulage contractor. £17/14/6. April 26th.

Dan Price, Queen Street, Llandovery, Carmarthen, haulage contractor. £46/4/9. May 3rd.

Saml. Hunt, 4 Powell Street, Clayton, Lancs., motor haulage contractor. £45/15/11. April 11th.

Chesterton & Son, Earl Shilton, Leicestershire, carriers. £39/1/11. May 16th.

Jas. Coleman, 2 Grove Mews, Lisson Gr., London, N.W., furniture remover. £28/1/2. May 14th.

Pikes, Ltd., 36 Fulham Road, London, S.W., haulage contractors. £22/3/0. May 10th.

Douglas Jno. Shufflebotham, 86 Hassall Street, Newcastle, Staffs., char-a-banc proprietor. £19/2/11. May 13th.

London & Counties Trading Corporation, Ltd., 88 Albert Embankment, London, S.E., haulage contractors. £22/18/6. May 21st.

Commercial Service Co., 23 Priory Road, Kenilworth, Warwickshire, carriers. £10/13/4. May 9th.

J. Beecroft & Sons, 10 Croft Avenue, Otley, Yorks., haulage contractors. £43/14/3. April 16th.

— Skinner, 4 Forster Square, Bradford (Trading as Blue Bell Transport Co.), carrier. £11/9/0. April 2nd.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

CHARLES WILLIAM BAKER, trading as Rapid Transit Company, "Timaru," Churchdown, Gloucestershire. Haulage Contractor. Receiving order and order of adjudication, May 1st.

WILLIAM DRUMMOND DICK, 155 Camberwell Road, London. Road Transport Contractor. Receiving order, May 6th. Public examination, August 26th, in London. Order of adjudication, May 22nd.

THOMAS ROSIER, 10 Buddle Park, St. Thomas, Exeter. Late Haulier, etc. Receiving order and order of adjudication, May 5th.

RALPH BROWN, Quebec House, Lintz Ford Road, Rowlands Gill, Durham. Haulage Contractor, etc. Receiving order and order of adjudication, May 22nd.

EDWARD COPLEY, 18 Mill Lane, Lock Lane, Allerton, Bywater, formerly 2 Methley Road, Castleford, both Yorkshire, formerly carting agent, etc. Receiving order and order of adjudication, May 27th. Public examination, July 10th, at Wakefield.

EDMUND HOWARTH, 3 Commercial Brow, Newton Hyde, Cheshire, lately 34 High Street, Godley, Hyde, Carrier. Receiving order and order of adjudication, May 30th.

JOHN THOMAS WATSON, 185 Old Bilton, Rugby, Warwickshire. Carter, etc. Receiving order and order of adjudication, May 20th.

FRED CLARK, 3 Knighton Junction Cottages, Welford Road, Leicester. Cartage Contractor. Receiving order and order of adjudication, May 19th.

ALBERT EDWARD DAVIES, Canrow Farm, Knowsley, Lancashire. Haulage Contractor, etc. Receiving order and order of adjudication, May 20th.

THOMAS HOSE, 6 Garden Lane, Bootle, late 3 Commercial Road, Liverpool, Lancashire. Haulage Contractor. Public examination, July 8th, at Liverpool. Order of adjudication, May 16th.

WILLIAM JAMES GODWIN, trading as W. J. Godwin & Son, 3 North Walls, Winchester. Haulage Contractor. Order of adjudication, April 10th.

JOHN GERALD LONSDALE LISTER, trading as Lister & Co., Bradford Road, Bailiffe Bridge, Yorkshire. Motor Haulage Contractor. Receiving order and order of adjudication, June 12th.

JOHN JOWETT, trading as John Jowett & Co., Grafton Street, Nelson, Lancashire. Carrier, etc. Receiving order and order of adjudication, June 18th. Public examination, July 15th, at Burnley.

ROBERT STOKES MITCHELL, 1 Albion Grove, Sale, Cheshire. General Motor Carrier. Receiving order and order of adjudication, June 16th.

GEORGE H. HEWSON, trading as Hewson & Company, 15 Threadneedle Street, Boston. Haulage Contractor. Receiving order, June 17th. Public examination, July 28th, at Boston.

Administration Order in Case of Deceased Debtor.

JAMES HOSE, late trading as Hose Bros., 53 & 55 Litherland Road, and Church Street, Bootle, Lancashire. Carting Agent. Administration order, June 5th.

Notices of Intended Dividends.

HENRY HITCHING, 103 Grafton Street, Mile End, London. Cartage Contractor. 617 of 1923. Claims to Frank T. Garton, Official Receiver, Bankruptcy Buildings, Carey Street, London, W.C.2.

JOSEPH NICHOLSON, 119 Halifax Road, Wadsley Bridge, Sheffield. Haulage and Carting Contractor. No. 93 of 1923. Claims to Leonard Johnson Clegg, 14 Figtree Lane, Sheffield, Official Receiver.

WILLIAM JOHN ROGERS, 16 Ross Road, Abbey Lane, Stratford, London. Heavy Haulage Contractor, etc. 543 of 1923. Claims to Daniel Williams, Official Receiver, Bankruptcy Buildings, Carey Street, London, W.C.2.

ARTHUR EDWARD HANNEN, Marine Stables, Old Colwyn, Carnarvon. Carter and Carrier. 39 of 1923. Claims to Isaac Daniel Hooson, Official Receiver, St. Peter's Churchyard, The Cross, Chester.

FRANK HAKNEY, 200 Nelson Street, Bradford. Haulage Contractor. 12 of 1924. Claims to Walter Durrance, 12 Duke Street, Bradford, Official Receiver.

JOSEPH WILLIAM ANDREW METCALFE, 21 Rokeby Avenue, late 55 Sugley Street, both Lemington, Northumberland. Late Haulage Contractor. 89 of 1923. Claims to Charles Woollett, Official Receiver, Pearl Buildings, 4 Northumberland Street, Newcastle-upon-Tyne.

WALKER WOOD (separate estate) trading with another at 152 Coalshaw Green Road, Hollinwood, Oldham, Lancashire. Carrier. No. 9 of 1924. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

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ALLAN WOODALL, the Nursery, Hulton Lane, Bolton, Lancashire, late Swan Lane Garage, Bolton. Haulage Contractor, etc. No. 33 of 1923. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

FRED CLARK, 3 Knighton Junction Cottages, Welford Road, Leicester. Cartage Contractor. No. 28 of 1924. Claims to Evan Barlow, Official Receiver, 1 Berridge Street, Leicester.

Notices of Dividends.

GEORGE WYLIE, 22 Lord Street, Lower Broughton, Salford, trading in partnership as George Wylie. Haulage Contractor. 32 of 1923. First and Final of 10s. 10d. in the £, payable at 27 Brazennose Street, Manchester.

CHARLES STRONG, the elder, 17 Vauxhall Grove, Vauxhall Road, Birmingham, late Viaduct Street, Birmingham. Haulier. 118 of 1923. First and Final of 3s. 9d. in the £, payable at the Official Receiver's Offices, 191 Corporation Street, Birmingham.

GEORGE LOUIS RICH, 36 Mary Street, Bovey Tracey, Devonshire. Haulier, etc. 25 of 1923. First and Final of 4s. 0¾d. in the £, payable at the Official Receiver's Offices, Exeter Bank Chambers, 67 High Street, Exeter.

HENRY WHITBREAD, 7 The Paddock, Westerham, Kent. Cartage Contractor, etc. 1 of 1924. First and Final of 3s. 10⅜d. in the £, payable at the Official Receiver's Office, 12a Marlborough Place, Brighton.

EVAN HUGHES, 5 Machno Terrace, Conway, Carnarvon, late Harp Hotel, Conway. Carter. 29 of 1922. First and Final of 5½d. in the £, payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

ALFRED WALKER, Ingersley Road, Bollington, near Macclesfield, Cheshire. Carter. 12 of 1923. First and Final of 7s. 7d. in the £, payable at the Official Receiver's Office, 12 Lonsdale Street, Stoke-on-Trent.

HENRY HITCHING, 103 Grafton Street, Mile End, London. Cartage Contractor. No. 617 of 1923. First and final of 11d. in the £. Payable at Bankruptcy Buildings, Carey Street, London, W.C.2.

GEORGE JENKINS, Brynhyfryd, Sarn, Aberkenfig, Glamorganshire. Haulage Contractor. No. 57 of 1923. First and Final of 1/2½ in the £. Payable at the Official Receiver's Office, 34 Park Place, Cardiff.

Applications for Discharge.

THOMAS BRICK, Woodhill Farm, Woodend Farm, and Rhea Hall Farm, Highley, Salop. Haulier, etc. June 16th, at Shrewsbury.

Dissolutions of Partnership.

ALICE ANN PICKERING, JOHN WILLIAM PICKERING, HENRY PARKINSON, JOSEPH HENRY PARKINSON, and THOMAS PARKINSON, trading as Wm. Pickering & Sons, and Tourist Motor Co., Motor Char-a-banc Proprietors and Haulage Contractors, Ship Inn, Finsley Gate, and Adlington Street, both Burnley, 20th May, 1924.

DOROTHY ANNIE BALFOUR and WILLIAM BATTLE WATERHOUSE, trading as Balfour & Co., Haulage Contractors, 6 Dudley Road, New Brighton, Wallasey. 30th November, 1923. All debts by William Battle Waterhouse, who will continue.

WILLIAM BRENNARD, HORACE BLUNDELL and THOMAS BRENNARD, trading as Carlton Motor and Engineering Company, East Gawber Smithies, Barnsley, Yorkshire. Motor Haulage, Motor Repairing and General Engineers. 18th February, 1924. All debts by William Brennard and Horace Blundell.

JOHN BONSALL and STUART SHIRLEY DIX, trading as Bonsall & Dix, Ecton, Staffordshire. Haulage Contractors. 29th March, 1924.

EDWARD CHARLES EDWARDS, THOMAS CHARLES EDWARDS and GEORGE WAGG, trading as Edwards & Wagg, Haulage Contractors and Hackney Coach Proprietors, Saffron Walden, Essex. 7th March, 1924. All debts by Edward Charles Edwards and Thomas Charles Edwards, who will continue.

ERNEST WILLIAM WEARNE and CECIL CARTWRIGHT, trading as Messieurs Wearne & Cartwright, Haulage Contractors, etc. Shrewsbury, and Stirchley, both Salop. 1st January, 1924.

SAMUEL ROY BIRTLES and JOHN COOPER, trading as Birtles & Cooper, Hale Road Bridge, Altrincham, Cheshire. Carters, etc. June 4th. All debts by Samuel Roy Birtles, who will continue in his own name.

ARTHUR ADDISON, FRANCIS RIDING WOOD and JOSEPH MORRIS, trading as A. Addison & Co., 59 Villiers Street, and 87 Symonds Road, both Preston, Lancashire. Haulage Contractors, etc. May 31st. All debts by Arthur Addison, who will continue as A. Addison & Co.

FREDERICK OAKLEY, JOHN OAKLEY, EDWIN OAKLEY and WILLIAM OAKLEY, trading as F. J. & E. Oakley, Broseley and Much Wenlock, Salop. Haulage Contractors. March 1st. All debts in respect of the business at Much Wenlock by John Oakley. All other debts by F. Oakley, Junr., J. Oakley, E. Oakley and W. Oakley.

New Companies.

Hardman Motors, Ltd. (198,262).—Private Company. Registered May 28th. Capital £3,000 in £1 shares. To acquire the business of a motor car hirer now carried on by J. S. Hardman, at Churchgate, Bolton, as "Hardman Brothers." The first directors are: J. S. Hardman (governing director), B. J. Hardman, R. W. Hardman, A. E. Hardman. Registered office, 78 Lonsdale Road, Bolton.

C. Taylor and Co., Ltd. (198,253).—Private Company. Registered May 28th. Capital £3,000 in £1 shares. To acquire the business of auctioneers, valuers, house and estate agents and house furnishers now carried on by P. J. Mitchell, C. E. Mitchell and C. W. Taylor, as "C. Taylor," at Seaton, Devon, and to carry on the same and the business of rent collectors, upholsterers, cabinet makers, carpenters, manufacturers of and dealers in furniture; furniture removers and warehousemen, etc. The first directors are: P. J. Mitchell, C. E. Mitchell, C. W. Taylor. Registered office: Beer Road, Seaton, Devon.

Tolers Garage, Ltd. (198,294).—Private Company. Registered May 29th. Capital £15,000 in £1 shares. To acquire the business carried on by H. W. Toler at 5 Lothian Road, Camberwell New Road, S.E., as Tolers Garage, and to carry on the business of manufacturers of and dealers in automobiles, etc. H. W. Toler is permanent managing director. Registered office: 5 Lothian Road, S.E.

Shoreham Riding and Coaching Co., Ltd. (198,278).—Private Company. Registered May 28th. Capital £200 in £1 shares. To carry on the business of jobmasters, coach and carriage proprietors, etc. The first directors are: W. W. Sayer, G. B. Gush. Registered office: Roma, The Meadway, Shoreham-by-Sea, Sussex.

West Indian Aerial Transport Co. The West Indian Aerial Transport Co., Limited (198,102).—Registered on May 21st, with a nominal capital of £30,000 in 29,000 12 per cent. cumulative preferred ordinary shares of £1 each and 20,000 deferred shares of 1/- each. The objects are: To carry on in South America, the West Indies or elsewhere the business of carriers of passengers and goods by air, land or water, manufacturers of and dealers in aeroplanes, seaplanes, flying machines, airships, balloons, etc. The first directors are: Viscount Curzon, M.P., Sir Alfred H. H. Matthews, Kt., A. E. Turner, B.A., and Major E. W. Seale, R.E., O.B.E. Secretary: H. Hollister. Solicitor: C. C. Singleton. 18-19 Ironmonger Lane, E.C.

Mackay's (Manchester), Ltd. (198,236).—Private Company. Registered May 27th. Capital £5,000 in £1 shares. To acquire the business of a draper now carried on by J. A. Mackay, at Manchester, as "Mackay's," and to carry on the business of drapers, outfitters and furnishing and general warehousemen, furniture removers, owners of depositories, etc. The first directors are: J. A. Mackay (permanent director and chairman), C. H. Mackay, A. Mackay. Secretary: A. Mackay. Registered office: 123-127 City Road, Manchester.

R. and W. Dobbie, Ltd. (198,216).—Private Company. Registered May 26th. Capital 5,000 in £1 shares. To adopt an agreement with R. H. Dobby, and to carry on the business of public works and general contractors, demolition, excavators and general house breakers, haulage contractors by road, rail and water, automobile and steam and electrical engineers and repairers, coachbuilders, body builders and coach painters and upholsterers, general coach body and wagon repairers, garage proprietors, etc. The first directors are: R. H. Dobby, senr. (permanent governing director), W. R. Basham, Esther Dobby, Clara Long, Edith Butler, J. W. Piper. Secretary: S. P. Harger. Registered office: 39 The Broadway, Stratford, E.

A. C. Bissell and Co., Ltd. (198,307).—Private Company. Registered May 30th. Capital £4,000 in £1 shares (3,000 6 per cent. cum. pref. and 1,000 ord.). To adopt an agreement with A. C. Bissell, R. H. Baines and H. L. Bucknall and to carry on the business of general hauliers as formerly carried on by them at the Railway Arches, 264 Grosvenor Road, Camberwell, and that of garage proprietors, transport and haulage contractors, etc. The permanent directors are: A. C. Bissell, R. H. Baines, H. L. Bucknall, N. R. Coles. Qualification £500. Remuneration £300 each per annum (chairman £350). Secretary: H. L. Bucknall.

Chisenhale Haulage Co., Ltd. (198,341).—Private Company. Registered May 30th. Capital £5,000 in £1 shares. To acquire the freehold land, warehouse, garage and premises 195 and 197 Vauxhall Road, Liverpool, and the wagons and other assets belonging to the business of haulage contractors, carried on there, and to carry on the business of haulage contractors, teamowners, carriers, forwarding agents, etc. The first directors are: J. E. Roberts, H. L. Okell, G. C. Bushby, E. F. Bushby.

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Secretary: H. L. Okell. Registered office: 195 and 197 Vauxhall Road, Liverpool.

Copps and Autocars, Ilfracombe, Ltd. (198,313).—Private Company. Registered May 30th. Capital £7,000 in £1 shares. To take over (1) the business of chars-a-banc proprietors carried on by T. Copp and A. H. Copp at Ilfracombe as "Thomas Copp and Son" and (2) the similar business carried on by Autocars Ilfracombe, Ltd., together with certain of the assets of the proprietors of those businesses. The first directors are: T. Copp, A. H. Copp, E. J. Tamlyn, F. H. Reed. Secretary: F. J. B. Hosken. Registered office: Royal Red Offices, Wilder Road, Ilfracombe.

White Line Char-a-banc Co., Ltd. (198,275).—Private Company. Registered May 28th. Capital £1,000 in £1 shares. To carry on in the U.K. or elsewhere the business of road transport and haulage contractors, etc. The first directors are: C. H. W. Reed, J. Wood, A. J. Rainey, F. R. Withers. Registered office: 8 Mayfield Road, Oldfield Park, Bath.

Liddle, Judd and Co., Ltd. (197,633).—Private Company. Registered May 1st. Capital £3,000 in £1 shares (1,500 6 per cent. preference and 1,500 ordinary). To carry on the business of wharfingers, lightermen, stevedores and freight brokers and insurance agents carried on by A. G. Liddle at The Upper Globe Wharf, 199 Rotherhithe Street, E. The first directors are: A. G. Liddle, H. K. Judd, junr. Secretary: R. S. Liddle. Registered office: Kingsley House, 77 Lower Thames Street, E.C.3.

Crescent Works, Ltd. (197,610).—Private Company. Registered May 1st. Capital £1,000 in £1 shares. To carry on the business of motor engineers, garage proprietors, manufacturers of and dealers in motor cars and cycles, aeroplanes and airships, transporters of goods or passengers, etc. The first directors are: W. J. Huggett, S. C. Hersey. Registered office: The Crescent Works, Station Road, Belmont, Surrey.

Duddington's, Ltd. (197,629). — Registered May 1st. Capital £10,000 in 9,000 7 per cent. participating preference shares of £1 each and 20,000 ordinary shares of 1/- each. To carry on the business of proprietors of motor cabs, motor cars and other public and private conveyances, carriers of passengers or merchandise, etc., and to adopt an agreement with I. Duddington. The first directors are: P. Johnson (chairman), I. Duddington. Registered office: 20 Camomile Street Chambers, Bishopsgate, E.C.3.

B. Harding, Ltd. (198,048).—Private Company. Registered May 20th. Capital £3,500 in £1 shares. To acquire the business of packers and shipping agents now carried on by J. and B. Harding, Ltd., at 6 Jewry Street, E.C., and to carry on the business of packers, calenderers, clothworkers, shipping and forwarding agents, insurance and commission agents, financial agents and brokers, carriers by land and sea, etc. The first directors are not named. Solicitors: Swepstone, Stone, Barber and Ellis. Broad Street House, New Broad Street, E.C.2.

Western Counties Haulage Co., Ltd. (198,296).—Private Company. Registered May 29th. Capital £5,000 in £1 shares (2,000 6 per cent. cumulative preference and 3,000 ordinary). To carry on in the U.K. or elsewhere the business of road transport and haulage contractors, etc. The permanent directors are: J. Hamilton, Mrs. M. A. B. Kindersley. Solicitors: Glyde, Kerslake and Scammell, 17 Small Street, Bristol.

John Best (Edinburgh), Ltd. (13,194).—Private Company. Registered in Edinburgh June 4th. Capital £25,000 in £1 shares. To carry on business as railway, public works, general, building and carting contractors, quarry masters, brick manufacturers, colliery proprietors, etc. J. Best is the first director. Registered office: Warriston House, Edinburgh.

Winter Bros. (Leeds), Ltd. (198,441).—Private Company. Registered June 4th. Capital £1,000 in 500 *ordinary* shares of £1 and 2,000 *ordinary* shares of 5/-. To carry on the business of road transport and motor haulage contractors, etc. E. L. Winter is permanent governing director and chairman. Registered office: Room 9, Excelsior Buildings, Leeds Lane, Leeds.

Picturedrome Garage Co. (Bradford), Ltd. (198,434).—Private Company. Registered June 4th. Capital £500 in £1 shares. To carry on the business of garage, motor car and char-a-banc proprietors, motor car repairers and haulage contractors, etc. The first directors are: J. E. Anderton, W. Thorpe. Registered office: Bedford Street, Wakefield Road, Bradford.

Exeter Transport Service Ltd. (198,485).—Private Company. Registered June 6th. Capital £500 in £1 shares. To adopt an agreement with J. E. Doyle, and to carry on the business of haulage and general traction contractors, char-a-banc, traction and motor car proprietors, contractors, road rolling, steam and other traction, etc. J. E. Doyle is first managing director. Secretary: S. E. Crosse. Registered office: 6 The Quay, Exeter.

H. C. Matthews and Co., Ltd. (198,621). — Private Company. Registered June 13th. Capital £1,000 in £1 shares. To carry on the business of railway and forwarding agents, general carriers by land, air and water, general cartage contractors, shipowners, warehousemen, bonded and common carmen, wharfingers, lightermen, shipping and general agents, road transport and motor haulage contractors, etc. The first directors are: H. C. Matthews, B. G. Levis, H. Allwood. Registered office: Balfour House, 119-125 Finsbury Pavement, E.C.2.

Thos. Cook and Son, Limited. (108,600).—Registered as a Private Company on June 12th, with a nominal capital of £1,000,000 in £1 shares. The objects are: To acquire the undertaking and all or any of the assets and liabilities of the business of tourist and shipping agents and the like carried on at Ludgate Circus, E.C., and at numerous branches throughout the world as "Thos. Cook and Son," to take over all or any of the shares in the capital of any other company formed or to be formed to acquire all or any part of the said assets and liabilities; and to carry on the said business and that of transport, emigration and freight agents and contractors, organisers of travel by land, water or air, automobile and aeroplane owners, contractors and agents, import and export agents, general carriers, hotel proprietors, printers, publishers, booksellers and advertising agents, etc. The governing directors are: F. H. Cook, E. E. Cook, who may retain office while holding £100,000 ordinary shares between them. If one vacate office the other may retain office while holding £50,000 ordinary shares (all the original shares appear to be "ordinary"). F. H. Cook is the first chairman. Remuneration of governing directors as fixed by the company. The registered office is at Ludgate Circus, E.C.

Continental Motorways, Ltd. (198,551). — Private Company. Registered June 11th. Capital £2,000 in £1 shares. To adopt an agreement with G. Lyon, and to develop and turn to account the business carried on by him at 7 Albemarle Street, W.1, as "Auto Pullman Travel," and to carry on the business of tourist agents and contractors, etc. The permanent directors are: G. Lyon, Captain G. H. Bland. Registered office: 7 Albemarle Street, W.1.

Mortgages, Charges and Satisfactions.

P. L. P. Motor Carrying Co. (1923), Ltd.—Particulars filed of £900 debentures authorised May 1st, 1924, charged on the company's undertaking and property, present and future, including unpaid capital; the whole amount being now issued.

Insulated Transport, Ltd.—Issue on May 8th, 1924, of £3,500 debentures part of a series already registered.

Green and Edwards, Ltd.—Deposit on April 28th, 1924, of deeds of 249 Finchley Road, Hampstead, to secure all moneys due or to become due from the company to the National Provincial Bank, Ltd.

Thomas Roper and Sons, Ltd.—Mortgage on certain land at Manchester Road and Hagg Lane, Sandygate, Sheffield, dated May 5th, 1924, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

Schofield Brothers, Ltd.—Mortgage dated May 12th, 1924, to secure £32,500 charged on certain lands and premises in Lever Street and Stevenson Square, Manchester. Holders: Refuge Assurance Co., Ltd., Oxford Street, Manchester.

W. Parker, Ltd.—Mortgage on 110 and 112 Nightingale Road, Wood Green, N., with stables, etc., in rear thereof, dated May 8th, 1924, to secure all moneys due or to become due from company to Midland Bank, Ltd.

H. P. Colenutt, Ltd.—Issue on April 4th, 1924, of £300 debentures part of a series already registered.

Mayfair Hire Co., Ltd.—Particulars filed of £1,850 debentures authorised April 15th, 1924, charged on two motor cars, and the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

A. G. Dearman, Ltd.—Particulars filed of £1,000 second debentures authorised April 4th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £500

George Park and Co., Ltd.—Registered Two Mortgages (a) on freehold land and premises at Southbourne, Sussex, forming part of the Southborne Park Estate, and (b) on the freehold land and premises known as "The Pantech-

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nicon," Haslemere Road, Portsmouth, both dated April 12th, 1924, to secure all moneys due or to become due from the company to the Midland Bank, Ltd. Particulars also filed of £7,500 debentures authorised April 12th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital the whole amount being now issued and ranking *pari passu* with £7,500 debentures authorised March 1st, 1922.

London General Omnibus Co., Ltd.—A trust deed dated April 30th, 1924, has been registered (supplemental to a first trust deed dated January 1st, 1913), to secure £2,000,000 4½ per cent. debenture stock (including £1,500,000 secured by the principal trust deed).

The deed constitutes a charge on the property comprised in the original deed, and various freehold and leasehold hereditaments in London and elsewhere.

Trustees: Glyn, Mills, Currie, Holt and Co., 67 Lombard street, E.C. A trust deed dated May 1st, 1924 (supplemental to a second trust deed dated January 1st, 1913) has also been registered, to secure £2,500,000 5 per cent. cumulative Income debenture stock (including £1,750,000 secured by the principal trust deed).

Property charged: As above.

Trustees: Union of London and Smiths Bank, Ltd. (in liquidation).

Charles H. Johnstone, Ltd. — Second debenture dated May 24th, 1924, to secure £550, charged on the company's undertaking and property, present and future, including uncalled capital. Holders: Edward Wilson and Son, Ltd., Aintree Road, Bootle, Lancs.

R. and H. Law, Ltd.—Mortgage dated May 20th, to secure £1,800, including £750 secured by mortgage dated January 21st, 1924, charged on land and premises in Grange-over-Sands. Holders: F. Matthews, Beacon View, Berwick, Sussex, and H. S. Phillips, 14 Union Street, Ulverston, Lancs. Also second mortgage dated May 21st, 1924, to secure £450, charged on the above mentioned properties. Holder: Mrs. M. I. D. Pollard, 1 Henry Road, Botley Road, Oxford.

Anlaby Motor Bus Co., Ltd. — Particulars filed of £10,000 debentures authorised May 20th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the amount of the present issue being £6,200.

Ribble Motor Services, Ltd. — Mortgage dated April 17th, 1924, to secure £3,500, charged on the Globe Ironworks, Trafalgar Street, Burnley. Holders: H. Whitaker, 25 Colne Road, Burnley, and Mrs. S. Whitaker, 165 Coal Clough Lane, Burnley.

E. Curtiss. Ltd.—Debenture charged on certain properties in Southsea (subject to prior mortgage for £696/15/5), and the company's undertaking and property, present and future, including uncalled capital, dated May 29th, 1924, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £1,000.

Dean and Co., Ltd.—Issue on various dates from April 23rd to October 18th, 1923, of £400 debentures parts of a series already registered. (Notice filed June 2nd, 1924).

Auto-Car Services, Ltd.—Three Memoranda of deposit all dated May 8th, 1924, charged on various properties in Tunbridge Wells, to secure all moneys due or to become due from the company to the National Provincial Bank, Ltd.

R. Bainbridge and Co., Ltd. — Satisfaction in full on May 29th, 1924, of debenture dated October 29th, 1923, securing all moneys due or to become due from company to the Bank of Liverpool and Martins Ltd.

Receiverships, (Appointment or Release).

Welwyn Automobile Service Co., Ltd.—E. H. Hawkins, of 4 Charterhouse Square, E.C., ceased to act as Receiver or Manager, on March 19th, 1924.

Bath Haulage Co., Ltd. — S. B. Scott, of Bath, was appointed Receiver on March 24th, 1924, under powers contained in mortgage dated February 1st, 1922, secured upon certain freehold messuages, lands and hereditaments in Bristol.

Lambeth's Motor Carriage and Haulage Co., Ltd.—F. M. Lintott, C.A., of 1 Queen Street, E.C., was appointed Receiver and Manager by Order of Court, dated May 22nd, 1924.

Lincolnshire and District Automobile Services, Ltd.—J. R. Kinnis, of Union Bank Chambers, Rily Square, Grimsby, ceased to act as Receiver on May 4th, 1924.

Taylor, Miller and Co. (Haulage), Ltd.—H. Lonsdale, of 26 North John Street, Liverpool, was appointed Receiver on June 2nd, 1924, under powers contained in debenture dated January 5th, 1921.

Troedyrhiw Char-a-banc Co., Ltd. — C. J. Powell, of 8 Glebeland Street, Merthyr Tydfil, ceased to act as Receiver or Manager on June 11th, 1924.

M. and S. Motor Transport. Ltd. — A. E. Percy, of Priory Street, Dudley, ceased to act as Receiver or Manager on April 30th, 1924.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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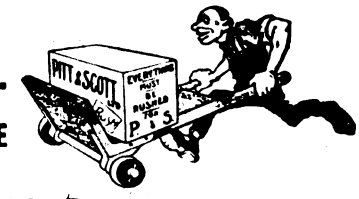

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SPECIAL TERMS TO THE TRADE.

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The

World's Carriers

AND

CARRYING TRADES' REVIEW

A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

VOL. XX.—No. 239. AUGUST 15, 1924. [ANNUAL SUBSCRIPTION, £1 1s. (INCLUDING YEAR BOOK AND DIARY).

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Editorial Notes.

Motor Taxation.

The Departmental Committee on the Taxation and Regulation of Road Vehicles, has presented its third interim report and, on another page, we publish extracts from it which more particularly affect our readers. We may say at once that we are in entire and emphatic disagreement with the findings of the Committee as set out in the Majority Report. The thanks of our readers are due to Mr. Frank Pick and to Mr. Shrapnell Smith, who find themselves unable to sign the Majority Report. These gentlemen represent, more than anyone else on the Committee, commercial motoring interests. The Committee has found itself unable to suggest an alternative to the present method of taxation. The difficulties in the way of reverting to the fuel tax they have found to be insurmountable. They have therefore suggested various modifications of the existing system. These modifications do not relieve any of the hardships of the system, and, in point of fact, the modifications amount to this—that commercial vehicles of from 2 to 3 tons should pay an additional £1 per annum, vehicles of from 3 to 4 tons should pay an additional £2 per annum and vehicles exceeding 4 tons should pay an additional £4 per annum. The Committee anticipate that the taxes collected may shortly exceed the amount required for road improvement purposes. In this connection they state:—"So soon as it may be found possible to make any reduction in the total moneys required and provided the above definite recommendations have been adopted, we consider that motor cycles and vehicles taxed on horse power up to and including 25 h.p. should be regarded as having a first claim for a reduction in taxation up to 20 per cent." We cannot think of anything more iniquitous than this suggestion because we know of no vehicle on the road less desirable and of less service to the community than the motor cycle. Of all road nuisances it is the greatest, and undoubtedly the great majority of its riders are the youth of the country whose time and money could well be spent to better advantage. In the hands of these young men the motor cycle is a far noisier vehicle than any other on the road, and it is probably the one vehicle which is used least of all for business purposes. The Committee, in their report, have made comparison — odious comparison — showing approximately what the tax per ton mile amounts to for each class of vehicle, and of course the heavy vehicle comes out worst—figures may be made to show anything. They show that a 20 h.p. car weighing one ton pays ·8d. per ton mile in tax, whilst the London omnibus pays ·15d. and the 4-ton motor lorry ·21d. They did not take into consideration that the 20-h.p. car does not average more than two passengers, possibly less, whereas the London omnibus carries as many as 52 passengers and is serving the general public. The bus riding public is in the majority, and probably the percentage of car owners amongst it would work out at something like one per cent; but they all pay taxes directly or indirectly towards road and street maintenance and when this is taken into consideration it will be found that the bus has a more just right to the use of the roads than the private car. Directly and indirectly it pays more. If the bus has to pay more in direct taxation its passengers will have to pay higher fares and this would be a very serious matter. The report contains a memorandum on the taxation of the motor omnibus by Mr. Frank Pick. His case is very ably and fairly put notwithstanding the position he holds and his critics have no more right to suggest that his argument is prejudiced than critics of the Majority Report have a right to suggest that the report is biased in favour of the pleasure car. But it looks as though it were. We have always held that the principle of the taxation of commercial vehicles is wrong. Our grandfathers knew better than to tax the implements whereby they lived. They knew the taxation of transport would be suicidal; that if they taxed transport they would very soon have to give up their carriages and other vehicles in which they took their pleasure. They recognised that if they had to give up their carriages they might use public service vehicles or ride on horse back, therefore, they rightly considered the carriage as being more or less

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of a luxury and taxed it accordingly, letting all vehicles which made for industrial prosperity go free. Apparently our legislators have not yet realised that much of their pleasure motoring is due to the impetus mechanical road transport has given to trade. The only class of man who can realise this is he who has to pay taxes on a dozen commercial vehicles. Ask him if he would not rather pay double the tax on his private car so that his commercial vehicles might go free? In more or less degree all private car owners stand in the same relation to commercial road transport. The commercial tax is passed on to the consumer. If, at the present time, commercial vehicles are paying approximately £5,000,000 per annum in taxation it is safe to say that the consumer is paying £15,000,000, through his retail tradesman, to meet the bill. In short, the more costly commercial transport becomes the more costly living becomes. Even now the cost of transport is regarded in all business circles as being burdensome and it may well become so heavy as to constitute a definite obstacle to trade revival. If at any time it is found possible to make a reduction in the total amount of money required for roads, our opinion is that the commercial vehicle should be the first to be given relief—it would be better still if it were subsidized. For the rest—the recommendations contained in the Report are of very little value. There is no suggestion that short period licences should be issued which would remove the hardship motor coach owners and others suffer at the present time, nor that transfer licences should be provided to remove the "standby" vehicle hardship. On the whole we do not think a single motorist of any class can be satisfied with the Committee's report and recommendations. Even some of the recommendations are exceedingly vague.

Subsidized Transport.

We publish on another page a brief announcement from the War Office to the effect that the Subsidy type light lorry will now differ very little from the light char-a-banc, 30-cwt. and 2-ton lorries. This is the first time we have had occasion to congratulate the War Department on making a wise move. At the time the subsidy scheme was issued, we stated we could not see where the advantage came in if the purchaser of a lorry had to pay something like £100 extra for his chassis for a return of £80 in two annual subsidies of £40. Now, however, we understand the W.D. is willing to accept vehicles minus the fittings which render them serviceable for military work. This is, of course, as it should have been at first. We also understand the W.D. is now agreeable to extend the period of enrolment to three years in the case of approved vehicles. This, therefore, means that owners, under normal conditions, can expect to recover a total allowance of £120. This, in combination with the above concession, makes the scheme well worthy of favourable consideration. It is indeed a subsidy. It seems to us somewhat anomalous that whilst one Government department subsidizes commercial vehicles another taxes them. It would surely simplify matters if by some inter-departmental arrangement W.D. approved vehicles might be exempt from taxation for a period of say five years or more according to make and capacity.

Hiring by Telephone.

In this issue we report a case of considerable importance to all hirers of vehicles and to motor hirers particularly in view of the decision of the Judge that it was necessary to get confirmation of an order received on the telephone. In the case in question a car was ordered on the telephone in the name of Sturgess and was duly supplied. The driver found a party waiting who ran up a bill for £7/10/0, and he was then unable to obtain payment, the man named Sturgess contending that he had not given the order and was not responsible. He stated that he was willing to pay his share and the Judge held that this was all that could be recovered from him. In view of this decision it is very important that all firms hiring out vehicles should take steps to ensure that the party hiring the vehicle is in a position to pay and that there is no misunderstanding as to who has given the order. In this connection we wish to emphasise the importance of all motor hirers joining the new Motor Hirers' Association and we specially draw attention to the report given in this issue on page 355, where full particulars of the Divisional Solicitors appointed are given, as this will undoubtedly be a very important part of the work of the Association. We commend it to the consideration of all our readers who are interested in this important branch of transport work and strongly recommend them to get in touch with the Secretary at 12 Spring Street, Paddington, London, W.2.

Horses and London Traffic.

In this issue we publish two letters, one from the Albion Motor Car Co., Ltd., and the other from Mr. A. B. Charlton, Secretary of the Shire Horse Society, dealing with the use of horses on the London streets. Both these letters refer to an article written by Sir Walter Gilbey in the July issue of "The Nineteenth Century and After" dealing with the agitation in favour of prohibiting the use of horses in London. As the organ of the Road Transport Industry we are interested both in horse haulage and motor haulage and whatever kind of haulage is used by the members of the trade which we represent. We have always recognised that each had its special sphere in which it could be used to the best advantage and we have given articles from time to time showing that many of the leading firms engaged in road transport have continued to carry on important departments of their business side by side, the one using motor transport and the other horses for haulage purposes, with great success. Only in our last issue we reproduced a photograph of a fleet of horse vans being used in Norwich, and the reports which we give each year of the Van and Cart Horse Parades show that interest is not only being maintained but is being increased in the latter form of transport. From our practical acquaintance with the trade we are still of opinion that for short journeys with frequent stops the horse cannot be equalled on the score of economy and that the motor vehicle has yet to be made which can compete on equal terms for such work. When we come to longer journeys and to heavy work we strongly favour the use of the motor vehicle and we do not agree with the protagonists of the horse in their statement that it should be used for heavy loads in place of mechanical traction. It is unfortunate that the question of sentiment is brought into the question which should be considered entirely and solely on a business basis and the use of the horse must stand or fall on its merits judged by this standard. We shall be very pleased to hear from any of our readers on this subject as it is a matter in which they are very keenly interested.

Hints for Motor Drivers.

We commend to the attention of our readers the good work of the National "Safety First" Association and particularly draw attention to the very useful hints for drivers of motor vehicles appearing in this issue on page 362. If these hints are studied and put into operation they would go far to do away with the accidents on our streets which have become so serious a factor in modern transport. We strongly urge all our readers to have these hints hung up in their garages where they can be seen by their drivers. If our readers will communicate with Lieut-Col. J. A. A. Pickard, the Secretary of the National "Safety First" Association, 119 Victoria Street, London, S.W.1, he will be glad to give further information about the work of the Association and to enrol them as members.

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Transport Men of To-Day. No. 6.

William Edwards.

Mr. William Edwards, the subject of our notice, comes of a family associated with the cartage industry for three generations and has therefore been connected with the trade, in connection with which he has done valiant service, since his earliest days.

Though he has been actively engaged therein for considerably over a quarter of a century and has had to face difficult and strenuous times consequent upon the war, his vigour and vitality remain unabated and he is still a comparatively young man.

He was elected to the Committee of Management of the Liverpool Cart & Motor Owners' Association, Ltd. (formerly Liverpool Cartowners' Association, Ltd.), in 1904, which Society is regarded in the trade as the parent Association of the country.

WILLIAM EDWARDS, ESQ.

His genial disposition, courteous manner, and outstanding abilities so won for him the admiration and esteem of the Members that in 1907 he was appointed Vice-President of the Association and in 1911 a Trustee. He continued to hold the position of Vice-President until 1914 when he was elected President, which office he has held throughout and still holds.

When wages and conditions of road transport employees were transferred from the National body to the local organisations the employers, both contractors and private firms, subsequently formed themselves into a body entitled "Conference of Liverpool and District Road Transport Employers," and Mr. Edwards, by the unanimous consent of its constituent Members, was elected Chairman and has continued in that capacity to the entire satisfaction of the organisations represented.

Mr. Edwards is also one of the Vice-Presidents of the National Road Transport Employers Federation, and has served on several important Committees, including Army Forage, Joint Industrial Council; Commercial Motor Users' Association (Local Branch), and the Transport Committee of the Liverpool Chamber of Commerce.

During the period of the war in his capacity as President of the Association he was prominently brought into contact with various Government Departments and Committees associated with transport, and rendered considerable service to the trade as well as to the general community.

Mr. Edwards is a Member of the Institute of Transport and takes a keen interest in all matters appertaining to road transport and his wide knowledge and general capacity have brought him into prominence in that connection.

Institute of Transport.

BALLOT FOR ELECTION TO COUNCIL, 1924-25.

The Scrutineers having reported to the President the result of the counting of the votes recorded in the ballot for election to the Council 1924-25, in pursuance of the Articles of Association, the President has declared the undernamed duly elected as Ordinary Members of Council:

Members:

BALLANTYNE, John.
BEHARRELL, Sir John George, D.S.O.
BRUCE, Joshua Kidd.
CLOW, William, C.B.E.
DUTFIELD, George Albert.
HACKING, Lt.-Col. Alfred, D.S.O., M.C.
LEWIS, Edward Manning.
SINNOTT, Col. Edward Stockley, C.M.G.
SZLUMPER, Gilbert Savil.

Associate Member:

WATSON, William Henry.

Four hundred and twenty-three ballot papers were returned, of which 12 were spoiled. The scrutineers were Messrs. F. G. Bristow, and F. Wilkinson (Members), and Mr. H. D. Anderson (Associate Member), the last-named acting as deputy for Mr. H. Wheeler, who, on account of illness, was unavoidably prevented from serving.

List of Elections at Meeting of the Council held on May 26th, 1924.

Members.

Name.	*Present Occupation.*
Bristow, Whiston Alfred (Colonel).	Director, Ogilvie and Partners.
Hawkes, Francis Roxburgh	District Traffic Superintendent, Karachi Port, North Western Railway of India.
*Oldfield, Francis William Frederick.	Transport Manager, J. H. Whitaker, Ltd., Hull.
Taylor, John Harold Clayfield.	Resident Engineer, Antofogasta & Bolivia Railway (Chilian Section).
Toovey, Thomas Reginald	Assistant to General Manager, and Staff Manager, Port of London Authority.
*Warburton, Gordon Egerton	General Manager, Severn and Canal Carrying Co., Ltd., Gloucester.
Webb, Cecil Richard	General Manager, Sierra Leone Government Railways.

* Transfer from class of Associate Member.

Associate Members.

Bloomer, Ronald William	Transport Manager, William Gossage & Sons, Ltd., Widnes.
Carfoot, Bernard	Traffic Manager, Ind. Coope & Co., Ltd., Burton-on-Trent.
Gooneratne, Richard Francis	Assistant to General Manager, Ceylon Government Railway.
*Hollis, Arthur Henry	Assistant Traffic Superintendent, East Indian Railway.
Leng, George Braithwaite	District Goods Agent (Newcastle), L. & N. E. Railway.
Lyons, Luke	Transport Manager, Buxton Lime Firms Co., Ltd., Buxton.
Roberts, Charles Albert	Transport Manager, The United Glass Bottle Manufacturers, Ltd.

* Transfer from class of Graduate.

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Notes and News.

F. W. & R. A. New Members.—The following firm has been elected to membership of the Furniture Warehousemen and Removers' Association: H. H. Kemp, 89 East Street, Sudbury.

London School of Printing. — We have received the Annual Portfolio issued by the London School of Printing and Kindred Trades, 61 Stamford Street, London, S.E.1, which contains examples of work done by the London School of Printing during the last session. This school, which is under the auspices of the London County Council, and of which Mr. J. R. Riddell is the principal, has done splendid work in connection with the printing trade of London, and the portfolio of pamphlets, leaflets, and the Year Book, shows what magnificent results have been obtained by the students. All the work is of the highest class and is a splendid testimony to the thorough education given at this school.

C. SIZER, ESQ.

North Eastern Division C.M.U.A. Appointment. — We reproduce a photograph of Mr. C. Sizer, of Leeds, who was appointed, in March last, as special representative for the North Eastern Division C.M.U.A. Mr. Sizer has had over 16 years' experience in the transport trade, and is well known all over the division. He has for many years taken an active part in Association work in the West Riding, and has been an indefatigable worker in the interest of the industry. We wish him every success in his new appointment.

W. B. Woolley & Co., Ltd.—We are interested to record the advent of a new firm of Forwarding and Shipping Agents and Shipbrokers with a name well-known in the shipping and forwarding trade of London. Mr. W. B. Woolley, lately Managing Director of Neale & Wilkinson, Ltd., having resigned his appointment after a service of twenty years has started in business with the late Manager, Mr. A. R. Turner, who had been with the same firm for a similar period. The new firm has been elected to membership of the London Shipping and Forwarding Agents' Conference, and Mr. Woolley is continuing in his position as Hon. Secretary and Treasurer. The offices of the Company are at Bilbao House, 36-38 New Broad Street, London, E.C.2.

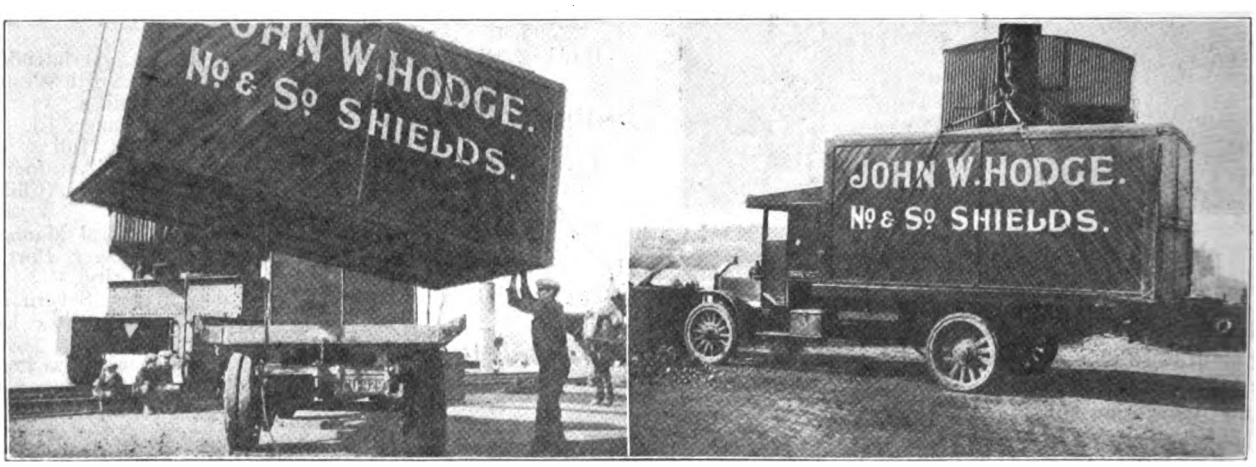
Institute of Transport Conference at Wembley. — On Friday, September 19th, a Conference will be held at the British Empire Exhibition, Wembley, under the auspices of the Institute of Transport. The preliminary programme comprises—commencing at 10 a.m.: Discussion on "Transport as an Aid to Empire Development," to be introduced by papers by Air Vice-Marshall Sir W. Sefton Brancker, K.C.B., A.F.C., and Mr. F. B. Rees (South African Railways and Harbours). At 2 p.m.: Luncheon, at which Sir Henry Maybury, K.C.M.G., C.B., will preside in the unavoidable absence of the President of the Institute. At 3 o'clock: Inspection of a number of transport exhibits (a detailed programme will later be furnished to delegates and visitors.) Those wishing to take part are asked to communicate with the Secretary, Mr. F. Winter Gray, The Institute of Transport, 15 Savoy Street, London, W.C.2, without delay.

Motor Transport on the Gold Coast.—A model of the staff quarters, offices, machine shop, and garages of Elders Road Transport Co., Ltd., at Nsawam, Gold Coast, recently placed on view at the offices of Elder Dempster and Co., Ltd., Colonial House, Liverpool, has attracted much attention. It is a handsome and ingenious piece of workmanship, and is a practical illustration of the development of motor transport in West Africa.

Motor Hirers' Association.—We illustrate the badge of the Association which is now being issued to the members and all our readers who are connected with the hiring trade are recommended to communicate with Mr. H. T. Rickards, the Chairman and Hon. Secretary (*pro tem.*), at 12 Spring Street, Paddington, London, W.2. A report of the last meeting of the Executive Committee appears in this issue on page 355.

British Empire Exhibition. New Guide.—We have received a copy of the new official guide issued by the British Empire Exhibition authorities which is a great improvement on the previous one and contains illustrations which make the book a useful souvenir of a visit to the Exhibition and gives diagrams and maps as well as practical information on all those matters which are comprised in the Exhibition. The price is 1/- and it is published by the sole concessionnaires, Fleetway Press, Ltd., throughout the Exhibition.

Road Vehicles for West Africa.—A large order for trailer road vehicles has been placed with Haulage Improvements and Constructions, Limited, of Granville House, Arundel Street, W.C.2, by Messrs. Elder, Dempster, and Co., who have commissioned a number of units for road trains in West Africa. The H.I.C. system is designed on the principle that the function of the tractor is to haul and that the load should be carried in trailer trucks. To reduce shocks arising from bad roads the tractors are fitted with a special spring suspension, with spiral springs, which allows the wheels some motion in the horizontal direction, so that they are able to roll up the side of a hole in the road instead of hitting it directly. The trailers are attached to the motor by elastic connections which ensure that they track and prevent shock at starting and stopping.



TWO VIEWS OF THE LIFT VAN CONCERNED IN THE TEST CASE REPORTED IN OUR JULY ISSUE.

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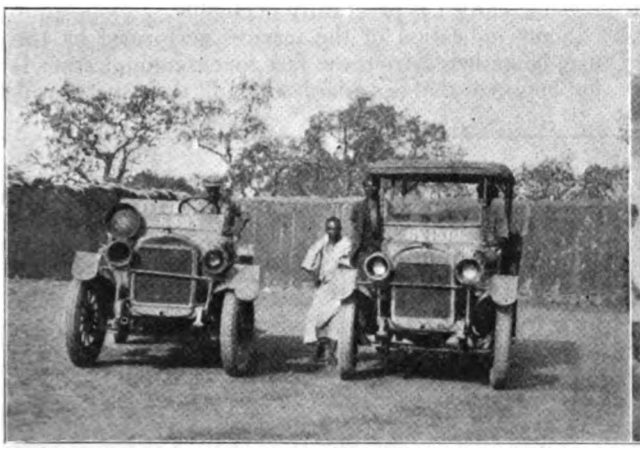
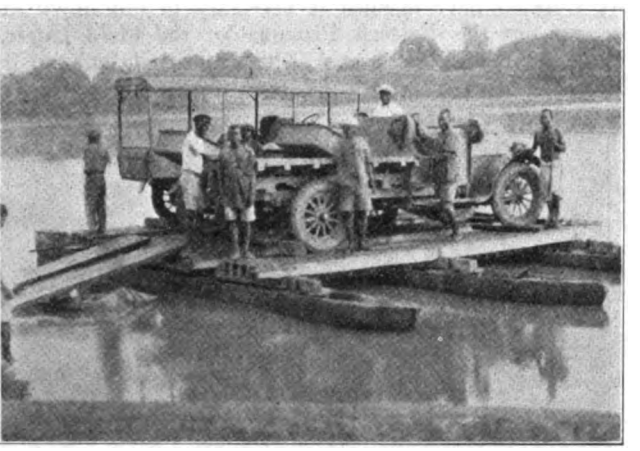
Mechanical Transport on the Gold Coast.

The question of transportation is a factor which concerns commercial development to a much greater extent than is generally realised, and it is only when facing the difficulties of transportation in remote parts of the Empire that it is appreciated how rich are the civilised countries of the world in their wealth of organised land transport services. It cannot, however, be expected to find ideal conditions for the operation of transport in undeveloped virgin lands, and it will no doubt be of interest if something is said on the question of transport in one of our West African Colonies, where working conditions are very different from those to be found in this country.



REO LORRIES AT TAMELE.



CROSSING THE VOLTA RIVER AT YEGI.

The development of mechanical transport on the Gold Coast is of comparatively recent date, very little work of this nature having been done prior to the War, although some years ago there were a few steam vehicles operating in the Accra district, chiefly in connection with the development of the Palm Oil and Kernel industry, which at that period was the main source of wealth of the Colony. In the years immediately preceding the Great War the petrol vehicle had made its appearance on the Coast, but was chiefly restricted to operation in and about the towns of Accra and Coomassie. Although the majority of the vehicles were commercial there were a few touring cars in use. What really marks the commencement of mechanical transport on the Gold Coast, in the form and to the extent in which it is employed to-day, is the productivity of the cocoa bearing areas. It was not until the first years of the War that the larger areas which had been planted with cocoa became productive, and the growth of motor transport has been coincident with the development of the cocoa industry, the one having a bearing upon the other.

The Gold Coast covers an area of some 92,000 square miles and is the largest exporter of cocoa in the world, recent figures showing that it exports annually from one-third to one half of the world's total production of cocoa. Lines of communication are established by a government railway which connects two ports with a common rail head in the Hinterland, and also by numerous motor roads which feed the railway, and which also form arteries working inland from the sea-board. New roads are constantly under construction, and nearly every month in the year sees a new road opened. Although these cannot be compared with the metalled roads common to this country, nevertheless, they are serviceable for light traffic, and Elders Road Transport Limited, one of the foremost undertakings in the Colony operates very extensively over the 4,100 miles of motor roads now open to traffic.

THE ELDERS ROAD TRANSPORT GARAGE AND VEHICLES AT SALTPOND.

LOADING VEHICLES AT ACCRA RAILWAY STATION.

The roads are divided into two categories, *viz.*, first and second class, and regulations have been drawn up by the Gold Coast Government limiting the weights which may be carried over the respective classes of roads; these regulations also provide that only pneumatic tyres may be fitted to motor vehicles. It is at once evident that only a light type of vehicle can be employed and in this respect the American vehicles have had much to recommend them. With the progress of time and the improvement in road

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construction which is taking place, vehicles of a heavier carrying type will no doubt be permitted and it should then be possible for preference to be shown to cars of British manufacture.

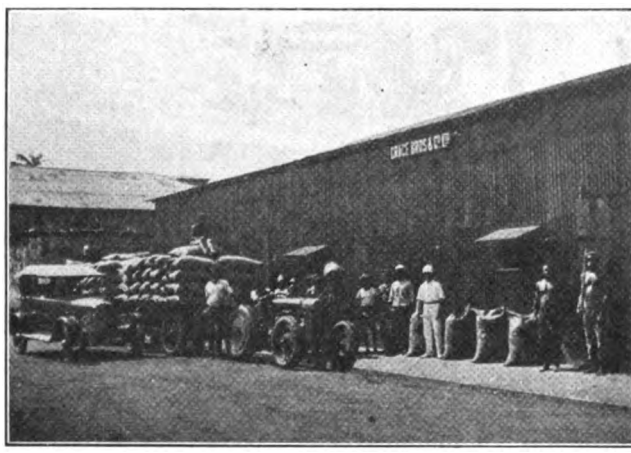
The fleet of Messrs. Elders Road Transport Limited numbers over 220 motor vehicles, and it is easy to realise that the control of so large a number of cars presents many difficulties which are not experienced in any country where roads and services have been highly developed and brought to an advanced stage of efficiency. It will be appreciated that the maintenance of a fleet of the dimensions which have been indicated is in itself no small undertaking, and for this purpose Messrs. Elders Road Transport Limited have deemed it necessary to put down at Nsawam, in the Eastern Province of the Gold Coast, what may very rightly be termed the most efficient repair shop in West Africa. By means of a semi-Diesel engine electrical energy is generated, and this supplies the motive power for the machine shop which, equipped with up-to-date tools and appliances, makes it possible for every kind of repair work to be undertaken. The organisation of the undertaking of Messrs. Elders Road Transport Limited is arranged to provide regular periodical inspection of each unit of the fleet, and at longer intervals to carry out an extensive overhaul of each vehicle and so ensure that whatever repairs may be necessary are effected and the plant maintained in a state of efficiency.

Nearly all the traffic operated by the Company is one way, *viz.*, to the Sea-board or Rail Head with bags of cocoa.

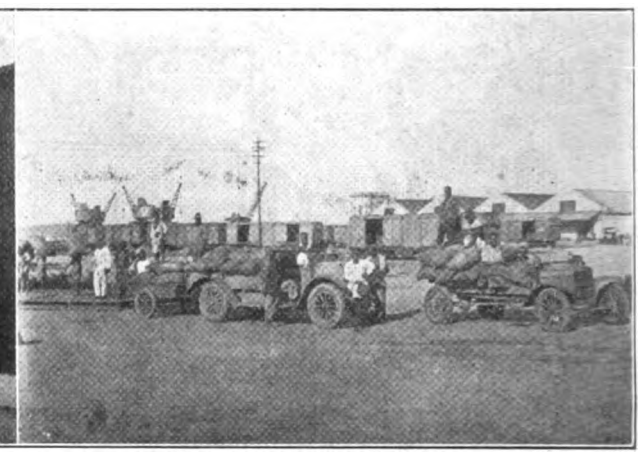
General merchandise, building materials, foodstuffs, etc., are, of course, conveyed up-country, but this return tonnage is only slight as compared with the heavy tonnage of the produce of the country. Trailers are attached to the motor lorries in all cases where practicable, in order to cheapen the cost of transport.

Besides undertaking transportation of the produce of the country the Company caters for passenger traffic, and lorries conveying native passengers are always to be seen on the road. A number of touring cars are also in commission and are used extensively by Europeans and natives. The traffic is necessarily heaviest during the cocoa season which extends from October to March. This is the season of the peak load when every available lorry must be in continuous service. During the remainder of the year there is not the same volume of traffic and consequently a period of about six months has to be faced when the revenue earned is practically negligible.

Some indication of the services performed by the cars may be gathered from the fact that communication is kept up between the Sea-board and all the cocoa producing centres behind the ports of Cape Coast, Saltpond and Winnebah, an area of approximately 3,000 square miles, and at Coomassie. Furthermore, in the towns of Seccondee and Accra, particularly in the latter, an immense amount of haulage work is operated connecting the railway goods yard with the shipping facilities provided by Messrs. Elder Dempster & Co., Ltd. Over and above this work constant communication is maintained along the whole length of the Coast line between Seccondee and Accra, and by means of vehicles employed in the Eastern Province connection with the Volta River is established and in this way facilities are provided for the whole of the important territory lying in the Southern portion of that part of Togoland which was mandated to Great Britain. In Ashanti constant communication is maintained between Coomassie and Tamele, a distance of 243 miles, in addition to the extensive work which is entailed in the important producing area surrounding Coomassie itself.



LOADING COCOA ON A FORDSON TRACTOR AND TRAILERS AND A VULCAN TOURING CAR.



BRINGING COCOA TO SECCONDEE.

"Suggestions to Motor Drivers."—We have received from Mr. Ernest Harrison, Divisional Secretary of the Commercial Motor Users' Association, North Eastern Division, a copy of the third edition of their very useful folder entitled "Suggestions to Motor Drivers for Avoiding Trouble with the Police." This contains a number of most useful hints and any of our readers in the North Eastern Division can obtain further copies by writing to the Secretary at 20 Bond Street, Dewsbury.

Steel-Plate Road.—The transport of a 50-ton electric turbine made at Birmingham for the Sydney Corporation necessitated steel sheets being laid over the road from the works to the L.M.S. Goods Station, at Witton, in order to prevent the huge load from sinking through the surface and damaging the gas and water mains. Ten hours were taken to complete the journey of a little over a mile. At the station the turbine was lifted from the lorry by two powerful cranes which had to be specially sent from the London, Midland and Scottish works at Crewe. A railway truck of special design carried the turbine to Manchester, whence it was shipped by a Clan liner to Sydney.

Tram and Omnibus Stopping Places.—With a view to the improvement of traffic conditions at congested points the Technical Sub-Committee of the Advisory Committee on London Traffic have made recommendations for alterations in stopping places for trams and motor omnibuses at: Ealing Common Station, Uxbridge Road; Dawson's Corner, Junction of East Road and City Road; City Road, Provost Street; Seven Sisters Road, Junction with Amhurst Park; Stamford Hill, Junction with Clapton Common and Amhurst Park; Bow Road Station, District Railway. These alterations came into operation on July 9th last.

Map Making by Modern Methods.—We have received from Messrs. George Philip & Son, Ltd., the well-known map makers and geographical and educational publishers, a finely printed booklet giving the story of a map and showing how their well-known maps are produced. Messrs. George Philip & Son, Ltd., 32 Fleet Street, London, E.C.4, occupy a leading position in the business and they will be pleased to send a copy of this booklet to any enquirer.

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Master Carriers' Federal Council of Australia.

THE Ninth Annual Conference of the Master Carriers' Federal Council of Australia was held in the rooms of the Master Carriers' Association of Brisbane, Commerce House, on the 13th to 16th May. In the absence of the Federal President, Mr. A. Faulkner (who is on a visit to England), the Federal Vice-President, Mr. H. M. Kidgell, presided.

The delegates present were:— Messrs. F. J. Skinner (Hon. Treasurer), C. E. Miller, P. A. Wallbridge (Victoria), J. Watson, S. L. Cole, F. A. Hawtrey (N. S. Wales), W. L. Rofe (South Australia), G. E. Jackson, E. S. Noble, R. H. Julius (Brisbane), C. E. Smith (Toowoomba), S. L. Cole (representing Perth, W.A.), and C. A. Pucknell (Hon. Federal Secretary).

The President of the Brisbane Association extended a hearty welcome to the visiting delegates, which they suitably acknowledged. The Chairman read the President's (Mr. A. Faulkner) address, which he had forwarded to the Hon. Federal Secretary, in the course of which he stated:—

"Since the last Conference held in Melbourne, in April, 1923, the Federal Executive has attended to various matters which had been discussed at the Conference and it is pleasing to record that the efforts *re* postal taxation were successful, this being a great relief to the members and business section of the community. Our long standing request for uniformity of holidays in the various States, has I regret to say, been unsuccessful, but I believe that some day in the near future our legislators will see the wisdom of our request and legislate accordingly. Our attempts to gain a preference clause in bankruptcy for moneys advanced has not yet succeeded, but we must continue to press this important claim."

The report of the Executive Committee reviewing the activities of the Federal Council during the past year and the financial statement were submitted and adopted. The Executive Committee congratulated members on the progress made by the Federal Council since its inception, in 1914, and emphasised the advantages of these annual conferences, in that apart from concrete views being formed and conveyed to the proper quarters, the general exchange of ideas and of methods adopted by the Associations in the various States tend to make for smoother working and the adoption of consistent and uniform methods in dealing with matters of mutual interest.

A number of important matters affecting the carrying trade of the Commonwealth were dealt with, including the following:—Provision in the Federal Bankruptcy Bill for preference for cash outlays, Carriers Liability Overlapping of Federal and State Industrial Awards, Bills of Lading and Shipping Companies Endorsements, Uniform Holidays in all States.

With reference to Carriers Liability upon which legal opinions had been obtained by the State Associations and considered by the Conference, it was decided to request them to forward their suggestions to the Federal Executive to enable it to take the necessary action in this matter.

The question of transport by both horse-drawn and motor vehicles was referred to and generally discussed, the various delegates supplying information with reference to the conditions prevailing in their respective States.

It was decided to hold the next Annual Conference in Sydney on 5th May, 1925.

The election of officers was then proceeded with and resulted as follows: President, Mr. H. M. Kidgell (Victoria), Vice-President, Mr. J. Watson, (N. S. Wales), Hon. Treasurer, Mr. F. J. Skinner (Victoria), re-elected, Hon. Secretary, Mr. C. A. Pucknell (Victoria), re-elected.

It was unanimously resolved to forward a cablegram to the retiring President, Mr. A. Faulkner, conveying the best wishes of the delegates for an enjoyable trip overseas and a safe return to Australia.

A hearty vote of thanks was tendered to the Brisbane Association for the hospitality extended to the visiting delegates and to the Secretary, Mr. A. C. Drake, for the excellent arrangements made for the holding of the Conference, and were suitably acknowledged by Mr. G. E. Jackson, President, and Mr. A. C. Drake, Secretary.

Taxation and Regulation of Road Vehicles.*

Proposed Modifications of Existing System.

(A) INCIDENCE OF TAXATION.

IN present circumstances we do not suggest that the general incidence of taxation as between the various categories of vehicles should be disturbed.

We think, however, that the incidence as between the various groups of vehicles falling within certain of the categories might be re-adjusted.

Commercial Goods Vehicles.

In the light of experience gained as to the working of the present system in the case of commercial goods vehicles, we consider that a more equitable distribution of taxation would be effected if the lighter vehicles, particularly those of an unladen weight not exceeding 1 ton (of which there are a considerable number in use at the present time), received the benefit of a somewhat reduced rate of taxation, in view of the fact that not only are they of a low weight, but are also usually fitted with pneumatic tyres, which considerably reduce the amount of wear and tear upon the road surface. Any reduction in the charges imposed upon the lighter types of vehicles will, of course, involve a corresponding increase in respect of the heavier vehicles, in order to maintain the existing ratio of taxation between the various categories; but, having regard to the greater amount of wear and tear to the roads caused by such heavy vehicles, it is not considered that any hardship or injustice would be occasioned by some slight increase in the rates of taxation for them.

We accordingly recommend that the existing rates of taxation for commercial goods vehicles, as set out in paragraph 5 of the Second Schedule to the Finance Act, 1920, should be amended so as to read as follows:—

	£
Electrically-propelled vehicles not exceeding 25 cwt. in weight unladen.	6
Vehicles other than such electrically-propelled vehicles as aforesaid:—	
Not exceeding 12 cwt. in weight unladen	8
Exceeding 12 cwt. but not exceeding 1 ton	14
" 1 ton " " 2 tons	20
" 2 tons " " 3 tons	26
" 3 tons " " 4 tons	30
" 4 tons	34

The effect of this amendment would be to reduce the tax on those vehicles having an unladen weight not exceeding 1 ton by £2 per vehicle, and the tax on vehicles exceeding 1 ton but not exceeding 2 tons unladen by £1 per vehicle. On the other hand the increases over the existing scales would be:—

	£
Vehicles exceeding 2 tons but not exceeding 3 tons	1
" " 3 " " 4 "	2
" " 4 "	4

We considered the question of still further increasing the rates of taxation for vehicles over 5 tons in weight unladen, but we came to the conclusion that such a course would be neither justifiable nor desirable and that the scale should stop at 4 tons and over, because the general effect of such an extension would be to tax the load carrying capacity of steam-driven vehicles more heavily than that of petrol-driven vehicles in consequence of the necessarily greater unladen weight of the former. The legal maximum axle weights are the same in both cases, and there is thus less margin in steam-driven vehicles for the weight of load to be carried.

Hackney Vehicles.

With regard to hackney vehicles, when the existing schedule was originally decided upon in 1919 so far as we then knew the largest type of motor omnibus or motor coach in use in the country was the London General "B" type omnibus with a seating capacity of 34, and at that time passenger-carrying vehicles with a substantially larger seating capacity were not visualised. For this reason the rate of tax laid down in paragraph 3 of the Second Schedule to the Finance Act, 1920, stopped at "seating more than 32 persons," the annual rate of duty for such vehicles being £84 in London and £70 in the Provinces.

* Extracts from the Third Interim Report of the Departmental Committee on the taxation and regulation of Road Vehicles.

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Since that date there has been a large increase in the maximum seating capacity of the larger sized motor omnibus plying for hire from stage to stage at separate fares, and also in the larger motor coach. The normal capacity of the largest type of motor omnibus in use at the present time is from 48 to 54 seats approximately. We do not consider that the scale laid down for vehicles with a seating capacity of 32 was ever intended to apply to these larger vehicles and the effect of the present position is, of course, considerably to reduce the tax per seat. The motor omnibus plying on regular routes, from the point of view of wear and tear of roads, is a very important factor in view of its intensive use, frequent stopping and starting and its increase in size, and we have, therefore, come to the conclusion that a case has been made out for a higher rate of duty than the maximum laid down in the Act of 1920 for vehicles which are larger than those contemplated at that time, and we therefore recommend that the scale should be extended by so much per seat to an unlimited seating capacity so as to cover present and future design.

We are further of opinion that the present rates of duty for the smallest type of hackney vehicle, *i.e.*, the taxicab, seating not more than four persons, are unduly high in comparison with the omnibus and motor coach, not only from the point of view of their low weight, but also by reason of their comparatively low mileage. Further, quite apart from the desirability of making some concession to the lighter types of vehicle at the expense of the heavier types, we consider that the minimum seating capacity defined in the Schedule is too high and the range of seating capacity coming under the same rate of duty is too wide. Thus the present minimum rate is for a vehicle seating not more than six persons (exclusive of the driver), and it is upon this basis that the owner pays throughout the country. His vehicle is normally physically capable of seating six persons in addition to the driver, but for reasons of public safety and convenience he is prohibited in the Metropolitan Police District and in many Provincial districts from carrying more than four passengers, although a similar vehicle let for private hire can carry six, as it does not require to be licensed by a hackney vehicle licensing authority under The Town Police Clauses Acts, 1847-1889, or any special Local Act dealing with that subject.

It is also considered that the scale, if amended as proposed, would provide a more suitably graduated and equitable scale for vehicles used for public hire, in view of their respective earning capacities.

For the above reasons, we recommend that the existing schedule in respect of hackney vehicles, as set out in paragraph 3 of the Second Schedule to the Finance Act, 1920, should be amended as follows:—

PRESENT SCALE.

	In the Metropolitan Police Area and such other districts as the Minister of Transport may fix.	In all other districts.
Tramcars	15s.	15s.
Other vehicles:—		
Seating not more than 6 persons	£15	£12
Seating more than 6 but not more than 14 persons.	£30	£24
Seating more than 14 but not more than 20 persons.	£45	£36
Seating more than 20 but not more than 26 persons.	£60	£48
Seating more than 26 but not more than 32 persons.	£72	£60
Seating more than 32 persons	£84	£70

PROPOSED SCALE.

	In the Metropolitan Police Area and such other districts as the Minister of Transport may fix.	In all other districts.
Tramcars	15s.	15s.
Other vehicles:—		
Seating not more than 4 persons	£12	£10
Seating more than 4 but not more than 6 persons.	£15	£12
Seating more than 6 but not more than 14 persons.	£30	£24
Seating more than 14 but not more than 20 persons.	£45	£36
Seating more than 20 but not more than 26 persons.	£60	£48
Seating more than 26 but not more than 32 persons.	£72	£60
Seating more than 32 but not more than 40 persons.	£84	£72
Seating more than 40 but not more than 48 persons.	£96	£84
Seating more than 48 but not more than 56 persons.	£108	£96
Seating more than 56 but not more than 64 persons.	£120	£108
Seating more than 64 persons	(£1 10s. for each additional seat over 64.)	

Copies of the Report may be purchased directly from H.M. Stationery Office or through any Bookseller. Price 2/6 net.

Subsidised Transport.

The War Office Scheme.

A SPECIFICATION for the War Department Subsidy Type Light Lorry which was published 14th July, defines the type of vehicle the War Office is enrolling under the Subsidy Scheme; and it is officially stated that it is the intention of the Department to utilise this specification not only in respect of vehicles subsidised, but in respect of vehicles purchased by the War Office.

The Subsidy Type Light Lorry will now differ very little from the light char-a-banc and 30-cwt. and 2-ton lorries of the latest British-made types in commercial use. Although the specification describes a pneumatic-tyred vehicle with 38 or 34 x 7 giant tyres, the subsidy may be granted in connection with vehicles which normally operate on solid or twin pneumatic tyres but are so designed that a quick change-over can be effected when desired to the War Department standard pneumatic tyres.

Provision is made for electric lighting, a speedometer and a power-driven tyre pump, but these items need not necessarily be fitted to the vehicles accepted for subsidy.

Copies of the specification, and particulars of manufacturers building vehicles which comply with it, can be obtained from the Chief Inspector of Subsidised Transport, Caxton House, Tothill Street, Westminster, S.W.1.

Leo. Swain & Co., Ltd. New Liverpool Address.—Leo. Swain & Co., Ltd., have removed their Liverpool Depot from Central Chambers, Colquitt Street, to No. 10 Colquitt Street, where more convenient premises have been acquired, and where, as in the past they will carry large stocks of Motor Accessories, Tyres, Tools and Workshop Equipment for requirements.

Pickfords, Ltd., New Brighton.

THE New Brighton Staff, together with a few business friends, had a most enjoyable outing on Saturday, June 14th. Leaving the depôt by motor coaches the route taken was via Rural Wirral, Harwarden, Llangollen, where an excellent luncheon was enjoyed. The Famous Horse Shoe Pass was then climbed by the Daimler, and a more magnificent view is hard to find anywhere in the country. Continuing by way of Ruthin, Denbigh to Northop, tea was found quite refreshing to the hot and happy party at the Red Lion Hotel. Sports occupying one hour were then watched with keen interest in the field adjoining followed by a musical entertainment in a special room at the hotel.

The Chairman, Mr. G. Gibson, the New Brighton Manager, toasted the King and the Firm, and in a few choice words made some interesting comparisons on the Agency work as what it was when first opened out nearly 4 years ago, when an average of 20 removals was considered a good month's work, whereas the average for the last 6 months has been at the rate of 100 per month.

Mr. Tootill, the Manchester Manager, responded for the Visitors, and the prizes having been distributed to the winners by Mrs. G. Gibson, the return trip was commenced at 10 p.m., New Brighton being reached just before midnight.

A. J. Dew & Co. New Address.—We are informed that A. J. Dew & Co., have found it necessary to remove to larger and more convenient premises owing to the rapid expansion of their business. They are now to be found at 33-34 Rathbone Place, Oxford Street, London, W.1, where all enquiries will receive the usual prompt attention.

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Birmingham Commercial Vehicle Parade.

The Fifth Annual Parade of commercial vehicles, organised by the Midland Division of the Commercial Motor Users' Association, was held in Queens Drive, Cannon Hill Park, Birmingham, on Saturday the 5th July last.

There were 137 vehicles on parade, which number, though not a record, as the second parade organised by the Division saw over 150 vehicles, is the largest muster since 1921. The condition of practically every one of the petrol, steam and electric vehicles, from front to rear, including engines, gears, motors, batteries, bodies, mudguards, wheels and axles, was wellnigh perfect, and the judges had the utmost difficulty in awarding marks. The Champion team prize was won by Messrs. Ansells Brewery Co., for the third year in succession, the second team being that of Messrs. S. P. D. Ltd.

After the parade and judging a smoking concert was held at the Crown Hotel, Hill Street, when the Chief Constable (Mr. C. H. Rafter) presented the prizes to the winners. Mr. O. C. Power presided over a company of some 270 drivers and their wives and friends. A very pleasant evening was spent, and numerous musical items were rendered, the musical programme being in the hands of Messrs. Sharpe and Shotton.

The following is a list of the Parade officials:—Chairman of Judges Committee: Mr. F. G. Bristow; Judges: Messrs. J. F. Diamond, W. Marshall, Hugh Miller, G. F. Piercy, P. M. Saunders, L. Wood, and E. Tindley; Chief Marshall: W. H. Sharpe, Esq.; Assistant Marshalls: G. Jordan, F. Wills, F. Withers, and G. Codlin; Auditor: F. Shults: Hon. Treasurer: T. Jenkins; Hon. Secretary: Major R. V. C. Brook.

The following is a list of prize winners:—

Class 1.—Champion Team: Messrs. Ansells Brewery, Ltd. (Three Clayton steam lorries).
Runners-up: Birmingham Corporation Public Works Dept. (Yorkshire, Aveling & Porter, and Sentinel wagons); Birmingham Corporation Salvage Dept. (Three Edison electric vehicles).
2nd Team: S.P.D., Ltd. (Three Thornycroft vehicles).
3rd Team: R. Lunt, Ltd. (Albion and two Ford vehicles).
4th Team: S.P.D., Ltd. (Three Thornycroft vehicles).

Class 2A.—For the best van up to 1-ton capacity: 1st, R. Lunt, Ltd. (Ford); 2nd, W. & R. Jacob, Ltd. (Renault); 3rd, R. Lunt, Ltd. (Ford).

Class 2B.—For the best Ford Tonner: 1st, City of Birmingham Salvage Dept.; 2nd, Clarke, Nichols & Coombes; 3rd, Public Works Dept.

Class 2C.—For the best vehicle up to 1½-tons capacity: 1st, W. & R. Jacob, Ltd. (Albion); 2nd, Clarke, Nichols and Coombes (Albion); 3rd, British Petroleum Co., Ltd. (Guy).

Class 2D.—For the best vehicle up to 3-tons capacity; 1st, W. & R. Jacob, Ltd. (Albion); 2nd, City of Birmingham Salvage Dept. (Edison); 3rd, City of Birmingham Salvage Dept. (Edison).

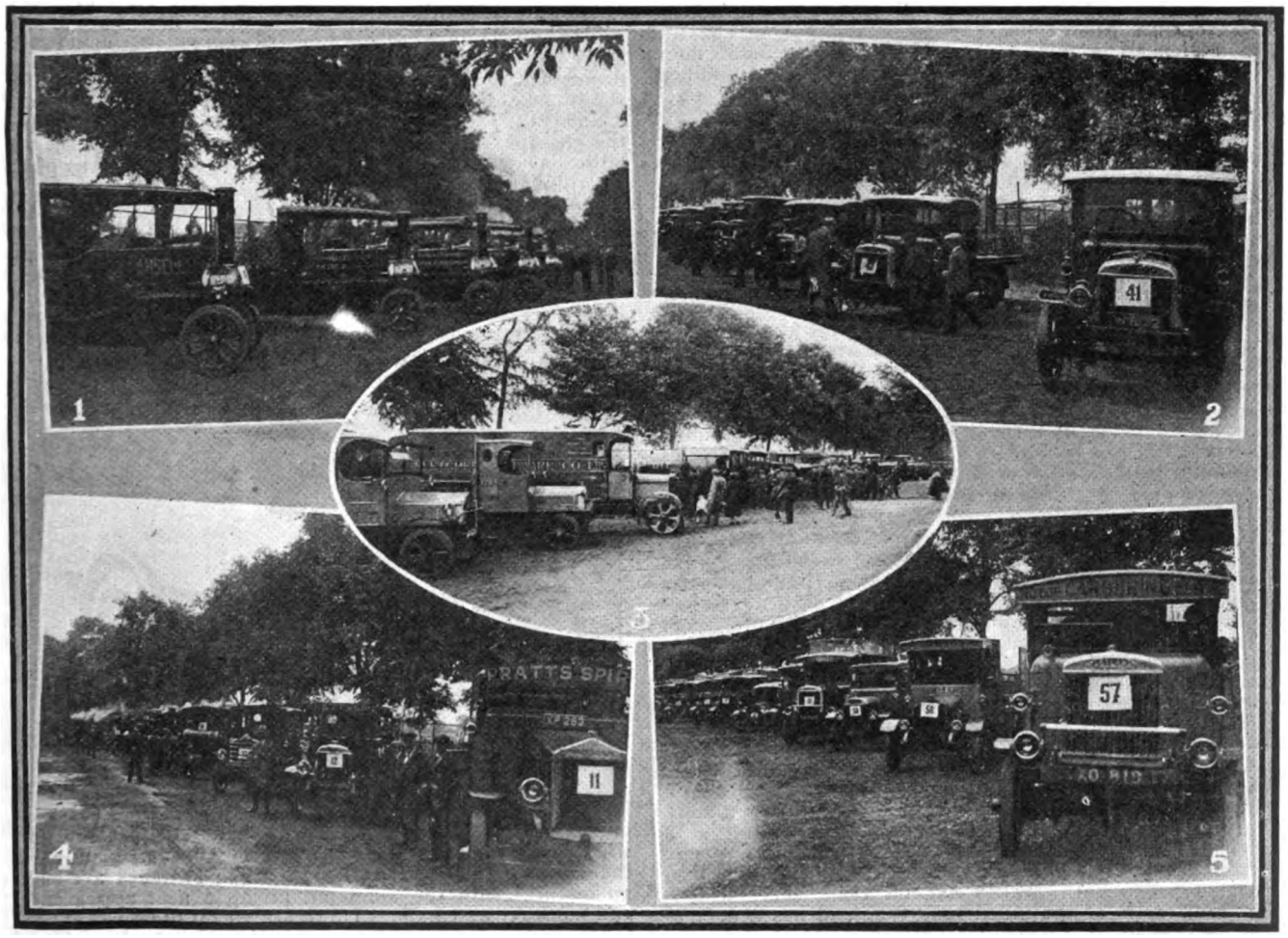
Class 2E.—For the best vehicle up to 4-tons capacity: 1st, Allied Transports, Ltd. (Swiss Berna); 2nd, Shell Mex, Ltd. (Leyland); 3rd, Ansells Brewery, Ltd. (Leyland).

Class 2F.—For the best vehicle up to 5-tons capacity: 1st, Public Works Dept. (Aveling & Porter); 2nd, G. L. I. Co., Ltd. (Maudslay); 3rd, Allied Transports, Ltd.

Class 3.—For the best turned out old vehicle: 1st, Cadbury Bros., Ltd. (1910 Thornycroft); 2nd, Allied Transports, Ltd. (1914 Swiss Berna); 3rd, R. Lunt, Ltd. (1913 Albion).

Class 4.—For the best turned out Vulcan: 1st, Brampton Bros., Ltd.; 2nd, Munslow & Holder; 3rd, E. Vaughan & Co.
For the best turned out Leyland: 1st, Shell-Mex, Ltd.; 2nd, Ansells Brewery, Ltd.; 3rd, G. Sykes, Ltd.
For the best turned out Thornycroft: 1st. S. P. D., Ltd.; 2nd, Cadbury Bros., Ltd.; 3rd, S. P. D., Ltd.
For the best turned out Ford Vehicle: 1st, R. Lunt, Ltd.; 2nd, City of Birmingham Salvage Dept.; 3rd, Home Yeast Co., Ltd.

Class 5.—For the best turned out Non-Members vehicle: 1st, Midland Cattle Products Co.; 2nd, Geo. Sykes, Ltd.



Photos] THE BIRMINGHAM C.M.U.A. PARADE. [World's Carriers.

1.—A fine fleet of "Clayton" steamers.
2.—Leyland vehicles belonging to Ansells Brewery Co.
3.—A general view of Parade.
4.—A line of vehicles comprising Hallfords, Dennis', Daimlers, Yorkshires and Fodens.
5.—Leyland, Hallford, Vulcan and Thornycroft vehicles on view.

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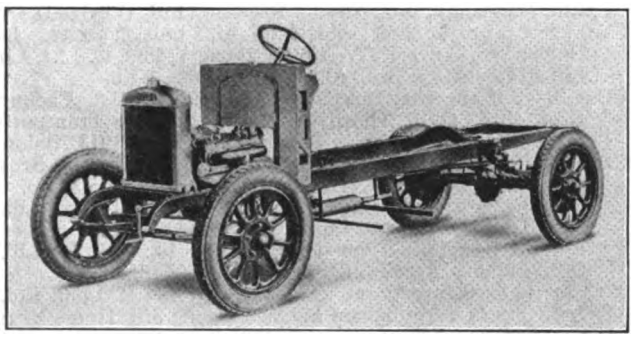
The Morris One-Ton Truck.

The first successful attempt at mass production in the British motor manufacturing industry appears most likely to be attained by Morris Motors, Ltd. It has been generally thought that the British conditions of marketing did not lend itself to mass production; but Morris Motors have already proved this to be a fallacy by the success they have achieved in the mass production of the exceedingly popular Morris Oxford and Morris Cowley pleasure cars which have given foreign competition the most severe shaking it has had in the British market.



THE "MORRIS" 1-TON CHASSIS.

Morris Motors, Ltd, have recently opened up a factory for the mass production of one-ton commercial chassis, the design of which, while following on general lines the design of their touring car chassis has been modified so as to meet the more exacting requirements of one-ton van work.

We recently had an opportunity of inspecting their new factory at Foundry Lane, Soho, Birmingham, and we came away thoroughly convinced that if organisation, complete standardisation and interchangeability of parts combined with first class material and workmanship and well-considered design, can ensure success then Morris Commercial Cars, Ltd., already have it—their business is established. The factory is now producing just upon one hundred vehicles a week—a truly remarkable output when trade is still none too bright.

Our business is with the chassis so we do not propose to go into a detailed description of the organisation of the factory but we can congratulate Mr. W. Cannell, the General Manager of the new Morris subsidiary firm, and his staff on their organisation, and we are quite sure that any of our readers interested in one-ton vehicles would be made welcome at the works and would come away completely satisfied that they could place every reliance on the products.

The Morris service is already established, there are, we understand, over one hundred dealers in the United Kingdom with several hundred sub-dealers; spare parts are available at the shortest notice, and as interchangeability of parts is without doubt the essence of success in mass production, the user may rest assured that delays due to accidental breakage or neglect will be of the very shortest duration. With the commercial motor user it is "service" that tells in the end and we have always advised our readers to ascertain that everything is as it should be in this respect before making a purchase.

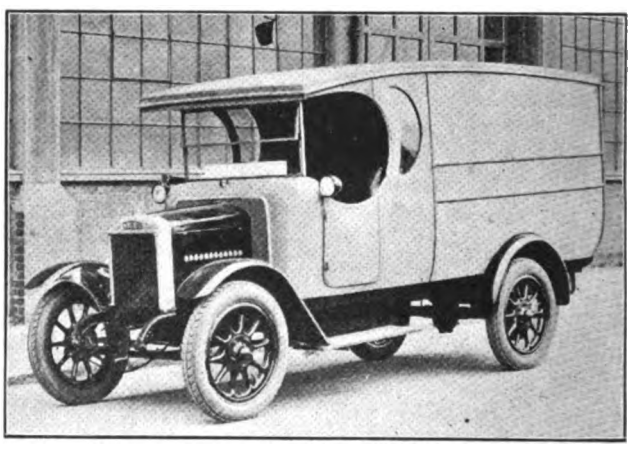
The following is a brief description of the chassis: The engine casing and gear box form a single unit. The back axle and torque tube are built up as a unit, the forward end of the torque tube terminating in a substantial torque ball which takes all the driving and breaking stress. The final drive is of the overhead worm type. Both brakes act on rear wheel drums. The radiator is of the gilled tube type and has a detachable centre so as to facilitate repairs. It is therefore obvious that the layout is simplicity itself and follows acknowledged best practice.

The engine is built at the firm's Coventry Works, Morris Engines, Ltd., and is similar to that employed in the Morris Oxford car. It is described as being 14/28 h.p. unit capable of developing 30 b.h.p. at 2,000 revs. It has been modified to meet commercial vehicle requirements. The cylinder block is integral with the top half of the crank case providing a rigid foundation for the three bearing crank shaft. The engine has a detachable cylinder head, enabling decarbonisation to be carried out with the greatest ease. Access to the main bearings and big ends is obtained by dropping the bottom of the crank case. Side valves are employed, their guides, stems and tappets being properly shrouded to ensure correct lubrication. Pressure feed lubrication has been adopted and the dipper trays for the big ends are so arranged that there is an ample supply of oil on any grade. The magneto is a Lucas, the carburetter is a Smith, and A.C. plugs are used.

All the working parts of the transmission are enclosed. The clutch is a multiple plate type; it has five plates with cork inserts and it runs in an oil bath. Three gears are provided, the top being 7·25 to 1, the middle 12·48 and the low 23·2 to 1. The back axle reduction is 7·25 to 1. The gear control is centrally placed.

The propeller shaft is enclosed in the torque tube. In the manufacture of the worm, the worm is ground and finally polished to give a high percentage of efficiency and silence in operation. The back axle casing has its ends webbed to provide additional strength. The differential is of the four-star pin type. The wheels are mounted on double row ball bearings, mostly Ransome & Marles. The springs are semi-elliptic; those at the rear are 44 ins. long and are fitted with nine leaves 2¼ ins. wide. The front springs are 32 ins. long and have six leaves 2 ins. wide. The loading line is only 2 ft. 3 ins. from the ground. The wheels are detachable steel artillery type and are shod with straight sided Dunlop cord tyres, 32 ins. by 4½ ins. The standard equipment includes a spare wheel and tyre. The frame is sturdy. The brake drums are 15 ins. in diameter. The hand and foot brake shoes are side by side and are 1 5/16-ths inch wide. "Tecalemit" grease gun lubrication has been adopted for the chassis. The petrol tank is carried on the dash; the latter is a substantial metal pressing of ample strength to withstand hard usage and to resist vibration.

The driving cab provides very comfortable accommodation for the driver. The brake and gear controls are centrally placed which arrangement allows for an off side cab door. The equipment of the one-ton truck is very complete. It includes a Lucas three lamp dynamo lighting set working in a six-volt circuit, the battery for which is beneath the driver's seat. On the dashboard the Lucas combined lamp and ignition switches are built up integral with the ammeter, giving a neat appearance and compact assembly. There are an oil pressure gauge, a licence holder, driving mirror, bulb horn, number plates, tool kit and jack.



THE "MORRIS" 1-TON DE LUXE VAN.

The chassis may be purchased for £185, or with an open lorry body for £225, or as a van £235, or as a van De Lux £250. The standard van body has the following internal dimensions, length 7 ft. 7 ins., width 4 ft. 9¾ ins., and height 4 ft. 9¾ ins.

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"The Next Five Years of Aerial Transport."*

By Col. W. A. Bristow (Member).

(*Continued from page 318*).

THE NON-PERMANENT CHARACTER OF THE AIRCRAFT STRUCTURE.

As the rate of progress in design slows down, the possible useful life of an aeroplane increases, that is the period before it becomes obsolete. It has already reached such a length that wood, glue and linen are beginning to expose their limitations. In some cases, spars have to be replaced after a year's constant flying, wings have to be recovered, and all round, in a hundred ways, trouble and expense are being caused by the non-suitability of these materials for a highly stressed semi-permanent structure such as the modern aeroplane. It must be remembered also, in this connection, that, in tropical countries, the trouble is seriously increased.

There seems no alternative to metal construction both in respect to the main structural members and the wing covering itself. Messrs. Boulton & Paul, Armstrong Siddeley, and the Bristol Aeroplane Company have already carried out extensive work with various types of steel construction and it is almost certain that the next few years will witness a substantial change over in favour of all-metal machines.

It will be found that metal construction will enable the structure to be reduced in weight, thus benefiting the paying load ratio.

There is also the very interesting work of Dr. Rohrbach which was embodied in the Staaken monoplane and latterly in the all-metal flying boat, in which even the hull and auxiliary floats are made of duralumin.

In this form of construction, duralumin is used throughout —mostly of ordinary plain sections. The rights for this country have been acquired by Messrs Beardmore who propose to develop this type on a large scale.

It is certain that the next five years will witness some most interesting developments along these lines.

HIGH "TRIP" COSTS RELATIVE TO THE WEIGHT OF LOAD PER TRIP.

A single journey from London to Cologne will cost, for piloting alone, an average of £4 5s. 0d. over the whole year. There is also the pay of a mechanic if one is carried.

The wireless has been maintained hitherto on a hourly basis of about 10s. per hour making an average of 35s. for the trip.

The machine has to be filled with petrol and, in the winter, also with hot oil and hot water. It is then taken to the Customs, the engine is warmed up and tested, and, after loading, the machine has to be taxied into position and taken off. Prior to this, expert examinations have to be made and certificates given in respect to the engine, aeroplane and instruments.

Customs papers have to be made out and log books filled in, and a number of other details attended to. All this takes considerable time and the cost per trip is formidable.

Also, the smaller the passenger load the greater will be the cost per head of transporting them to and from the terminal aerodrome.

The lesson of all this seems to be that machines must be increased in size in order to spread these charges over a greater load. With an 8-seater passenger machine the cost per piloting each passenger is 10s. 7½d. without reckoning the cost of any further crew.

DEPRECIATION AND OBSOLESCENCE.

Past experience indicates that a reserve of 30 per cent. per annum on the total value of the machines and engines is not too high in respect to these factors. Needless to say, this is a very serious item in the accounts of any aerial transport company.

Dealing first with obsolescence, it is obvious that, for some time to come, this must remain a serious factor, as, with every new type of apparatus, it is usually many years before the rate of improvement slows down sufficiently to enable the obsolescence to be completely overshadowed by depreciation.

Speaking generally of European aerial transport companies, it may be said that, in some respects, all their machines are obsolete, *i.e.*, it is possible to build to-day very much better machines, safer, carrying more useful load and cheaper to run.

The question of depreciation is closely interwoven with that of maintenance. Theoretically, a machine does not deteriorate as the law and common sense dictate that sufficient time and material shall be expended upon the aircraft daily in order that it may be kept in fully airworthy condition.

In practice, a machine is withdrawn from service when its condition becomes so generally troublesome that the cost of maintenance becomes excessive. Although this state of affairs has seldom arisen in the past yet it will in the future, and it will be necessary to construct aircraft in such a simple manner that the expenditure on maintenance will be reduced to the lowest possible point.

When an aeroplane can be constructed of metal, simple in design and having a minimum of parts, the rate of depreciation will be very considerably lessened, and, in five years time or thereabouts, there should be little difficulty in reducing this 30 per cent. by half.

A summary of the various factors would appear to reveal the following position :—

1. That, in 1923, the seven months' spring and summer passenger traffic showed an increase of 44 per cent. over that of the same period in 1922, and other facts confirm that the public are quite willing to travel by air.
2. That, at both ends of the year, various causes combine to reduce the traffic to such extremely attenuated proportions that the cost of handling it is increased to an extent that cannot be borne.
3. That the causes of this seasonal shrinkage of the passenger traffic are almost impossible of removal, at all events in the next few years.
4. That it would therefore appear essential to build up the freight traffic in order to provide a more constant load for the whole year.
5. That already a few months' experiment, which is not quoted as being altogether conclusive, has shown that there is a considerable demand for the aerial transport of freight, the carrying of which did much to ease the difficulties of the position.
6. That, even if the traffic is available in a steady stream, it will be next to impossible to carry it on a profitable basis until aeroplanes can carry more than 4 lbs. of paying load per b.h.p. of power plant installed.
7. That improvements are already in sight by which this paying load margin can be increased.
8. That both engines and aeroplanes can and will be made more suitable for commercial purposes during the next five years and that the machines by that time may be radically different in many respects to those of to-day.

It is not proposed to set out the unanswerable case for the further development of civil aviation in this country, it is more certain to-day than ever it was that the British Empire will one day have to stand or fall as a result of the preparedness and adequacy or otherwise of its aerial forces.

Quite apart from this aspect of the case is the fact that transport itself is one of the most vital industries of this country and the aeroplane with its wonderful inherent possibilities as a transport vehicle must, in addition to capturing vast new fields of its own, act as a most useful servant to the older established means of transport.

It is barely five years since the first commercial air line commenced operations and already we hear the pessimists grumbling that it does not pay, as if any new form of transport was a commercial success in five years.

But we must have a concentration on the problems that matter, and we must have adequate funds for research and experiment. In respect to the latter, we have to bear in mind that aerial research is at the present time almost the Cinderella of the British Air Departments, and, in my opinion, we should all do our utmost to support those who realise the vital necessity for the further and immediate support of the national research work.

* Extracts from Paper read at the Institute of Transport Congress at Bristol, May 30th, 1924.

From Beyrout to Baghdad. — The Nairn Transport Company, which is responsible for the mail and passenger service between Haifa and Baghdad, established a record recently by sending a car from Beyrout to Baghdad—a distance of 614 miles—in 10½ hours. The company's service has now been in operation nine months.

Safety First.—"Cricket" No. 2 of the London "Safety First" Council's special series of posters addressed to sportsmen on the road has now been issued. Copies of the poster for exhibition will gladly be supplied upon application to the Joint Hon. Secretaries at 119 Victoria Street, Westminster, S.W.1.

Electric Vehicles at Edmonton.—It is interesting to recall that about 12 months ago the Edmonton Council decided to discontinue the use of electric vehicles and return to horse haulage in connection with refuse collection.

To-day the position is reversed, and after 12 months of horse transport, the electric vehicles are being overhauled and re-commissioned. In this connection the Council have placed an order with the Chloride Electrical Storage Co., Ltd., for 5 new Exide-Ironclad batteries. The electrics re-commenced duty on July 1st, and results will be looked forward to with considerable interest by all who are interested in modern methods of transport.

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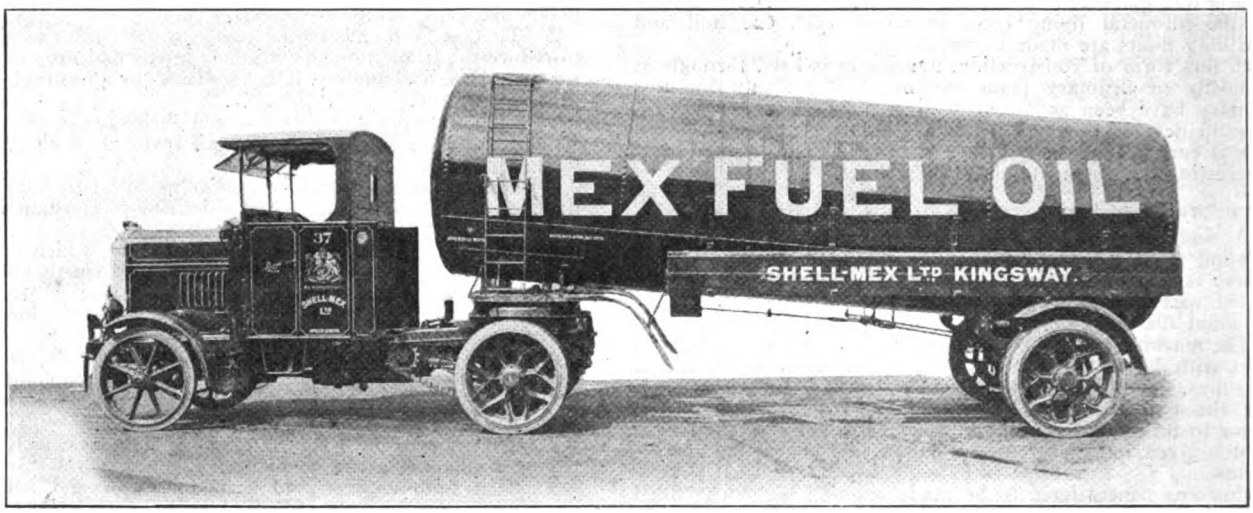
The Scammell Frameless Tank Wagon.

THE Scammell frameless tank wagon provides something new in the design of six-wheeled vehicles. The object is, of course, to so reduce the unladen weight that the utmost advantage may be taken of the legal axle weight and gross laden weight. By so stiffening the tank that it may serve as a frame there is a saving in weight of about 15 cwt.

This particular vehicle is built for a useful load of 12 tons and the tank holds 3,000 gallons. The machine is the first of an order for Shell-Mex, Ltd. It is intended for conveying and handling fuel oil. It is fitted with a special engine-driven air compressor enabling the whole of the 3,000 gallons to be discharged through a 3-inch pipe-line in about half-an-hour, a rate which can be increased if the customer's pipes are of greater diameter. The outstanding feature of the tank carrier is, as above stated, it has no separate frame and the brackets for the carrier axle springs are bolted directly to the tank. At its forward end are a couple of "U"-shaped pressings, the upper edges of which are flanged outwards to form curved saddles on to which the body of the tank is bedded and securely rivetted there, the length of the tank is 19 ft. 6 ins., and the diameter 5 ft. 10 ins., and it is a rivetted structure, the whole of the lower portion being made from a single steel plate nearly 20 ft. long by 7 ft. wide with a thickness of ⅜ inch. The remainder is built up of smaller plates ¼ inch thick, the ends being dished and flanged in one piece. At all points where brackets are attached to the shell it is stiffened by internal cross-plates which serve also as baffle plates to prevent surging of the liquid. The walls are also reinforced by doubling-plates. The carrier springs, axles and wheels are the usual standard parts of the firm's 12-ton carrier, as are also the brake details, the compensating beam working in slides hanging from light brackets bolting to the curved shell of the tank. The front end is simpler than the standard carrier which has four cross-members bolted to a centre plate and an outer bearing ring for the turntable. On the new machine there are only two "U"-shaped cross-members and to them is bolted a duplicate of the turntable pressing used on the motive unit. The tank fittings include two manhole covers, a hinged filler lid and an air pipe connection with relief valve and a 4-inch outlet valve and elbow is provided at the rear for discharging. Boxes on each side of the tank accommodate four lengths of hose for connection to the customers pipe system.

The standard engine is fitted as used on the standard 12-ton Scammell vehicle, it has an overhead valve engine 5-in. bore by 5½-in. stroke and is mounted together with the gear box on a three-point suspended underframe. The final drive is by 2 inch pitch roller chains from a separate bevel driven countershaft. The driving axle has the special double springing whereby the turntable is borne by a separate pair of springs. Carried on a special cast steel front cross member is the air compressor which is the second outstanding feature of this new machine. It has three cylinders spaced radially round a single-throw crank driven direct by the front of the engine crankshaft, the connection being by a sliding jaw clutch embodying a floating intermediate ring which accommodates any slight alignment errors. Just under the off-side member is the lever controlling the clutch, while the starting handle comes on the front of the compressor crankshaft. Any air escape cock relieves the compression of all load when starting the engine. The compressor has no spring-loaded poppet valves, their place being taken by special piston valves by a single eccentric and controlling suction and delivery ports. This design enables the compressor to be run at any speed up to 1,500 revs. per minute, without vibration or noise. The working pressure varies from 20 to 40 lbs. per square inch. The normal engine speed is 600 r.p.m. The same equipment is to be applied to cesspool and gully emptying machines and for handling such substances as bitumen and tar.



THE SCAMMELL 3,000-GAL. FRAMELESS TANK WAGON.

Tree Planting and Research Work.

On Tuesday, 15th July last the Minister of Transport introduced a Bill into the House of Commons dealing with various non-contentious matters in connection with roads. The Bill will, amongst other things, confer powers to plant and maintain trees by the side of highways, to carry out experiments in connection with road construction and improvement, and to conduct inquiries into road accidents.

NOTE.—The question of planting trees has been considered for some time past, and various members of the House of Commons have shown considerable interest. At present only certain urban authorities are empowered to plant trees by the roadside, and this naturally does not apply to the greater part of the arterial roads which pass through open country. About 200 miles of new arterial roads have been constructed or are under construction in the neighbourhood of London alone.

As regards experiments, while the annual expenditure on roads is in excess of £40,000,000 it is not within the competence of the Minister or any other authority to carry out the investigations and experiments necessary to ensure that this expenditure is directed to the best advantage.

As regards accidents, the Ministry does at present make informal inquiries into the more serious accidents, by courtesy of coroners and police and local authorities. During the last financial year over 200 such inquiries were made, but the Minister has no authority and no certainty of receiving notice of such accidents. The importance of these inquiries is obvious in cases where accidents were due to mechanical defects in vehicles or unsatisfactory road conditions.

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The Motor Hirers' Association.

A fully representative meeting of the Executive Committee of the above Association took place on Thursday, the 10th July, 1924, when the following business was transacted:—

Association Badge.—This matter having been agreed at the last meeting the Hon. Secretary produced a block of the Badge, which was approved, and instructions were given for immediate steps to be taken to ascertain the number of Badges likely to be required in the Metropolitan and Provincial Divisions.

It was further agreed that a pamphlet, as proof, placed before the Committee, should be issued to the whole of the Trade drawing attention to the Association generally, and to the new Badge.

In connection with the use of the Badge, the Hon. Secretary was requested to remind members that by displaying same on their stationery, etc., they would be entitled to certain facilities, particulars of which should be ascertained from the Divisional Secretaries.

Resolved and agreed that these instructions be carried out.

Divisional Secretaries Commission Account.—Resolved that the Divisional Secretaries' Commission a/cs., as prepared by the Hon. Secretary, be paid, and that the Hon. Secretary should when sending the necessary cheques draw attention to the slackness occurring in certain districts, and ask the Divisional Secretaries concerned to do all they possibly could to bring the activities of the Association to the notice of members of the trade.

Legal Advice and Defence for Members.—A Scheme, as prepared by the Hon. Secretary on the lines of the Motor Trade Association's old scheme, was accepted by the Committee, and the Hon. Secretary was instructed to get same into working order with the least possible delay.

(The following is a list of the names and addresses of the Solicitors appointed to date.)

	Solicitors.
East Lancashire & Cheshire Div.	Messrs. F. O. S. Leak & Co., 6, John Dalton Street, Manchester.
East Midland Division	Messrs. Herbert Simpson & Bennett, Bowling Green Street, Leicester.
South East Midland Division ...	Messrs. Dennis, Faulkner & Alsop, Northampton.
South Eastern Division	H. W. Aldrich, Esq. 4 New Road, Brighton.
South Wales & Monmouth (Eastern Section) ...	Gordon Williams, Esq., 119 St. Mary Street, Cardiff.
South Wales & Monmouth (Western Section) ...	Edward Harris, Esq., Fisher Street, Swansea.
South Western Counties	Messrs. Rendall & Co., Yeovil.
West Lancashire & Cheshire ...	Messrs. Arthur D. Dean & Co., 28 Exchange Street East, Liverpool.
West Midland Division	Messrs. Jeffrey Parr, Hasell & Parr, 20 Temple Row, Birmingham.
Western Counties Division ...	Seymour Williams, Esq., Messrs. Lawrence & Co., Shannon Court, Corn Street, Bristol.
Yorkshire Division	Messrs. Pullan, Davies' Burrows, 31 Bond Street, Leeds.
Eastern Scotland Division... ...	C. A. McGrady, Esq., 18, Commercial Street, Dundee.
Edinburgh Division	Alfred J. F. Mitchell, Esq., 15 Stafford Street, Edinburgh.
Glasgow Division	Messrs. G. H. Robb & Crosbie, Merchant's House Buildings, 30 George Square, Glasgow.
North East Scotland Division ...	George Duncan, Esq., 25 Union Street, Aberdeen.
North Scotland Division	D. F. Macdonald, Esq., 42 Union Street, Inverness.

Motor Legislation Committee. — Resolved that the arrangements made by the Hon. Secretary in this matter be approved, and that notice be sent to all Divisional Secretaries informing them that the Association had now a representative on this Committee and asking them to send forward their members' views on all matters of taxation for the Association to act upon.

Insurance.—The Sub-Committee dealing with Insurance submitted their report, and it was finally resolved and agreed that a copy of this report be issued to all members of the Association and to Divisional Secretaries.

Application from East Midland Division. — The Hon. Secretary brought forward a request from this Division asking for the nomination of another representative to act on the Executive Committee.

It was unanimously resolved that this application be agreed and the Hon. Secretary was requested to get in touch with the Divisional Secretary asking him to send the nomination to Head Office.

Representative for Metropolitan Division.—The question of appointing a representative to undertake work on behalf of the Association in the Metropolitan Division was considered. Several useful suggestions were put forward and it was finally agreed that this matter stand adjourned until the next meeting, pending the Hon. Secretary making enquiries in connection with the suggestions made.

Financial Statement.—The Hon. Secretary submitted the Financial Statement since the last meeting and reported that in accordance with the Minute passed at that meeting a substantial sum had been placed on deposit, the bankers deposit account book being produced and agreed.

Payments.—Resolved and agreed that the payment of all accounts to date be made.

Membership. — The Hon. Secretary reported that 27 applications for membership had been received since the last meeting. These were duly examined and accepted as members.

Badge of the M.T.A. Late Hirers' Section.—The Hon. Secretary reported that he had agreed on behalf of the Association with the Secretary of the Motor Trade Association to collect these Badges where members were not desirous of continuing their membership. Resolved that the arrangements made in this connection be confirmed.

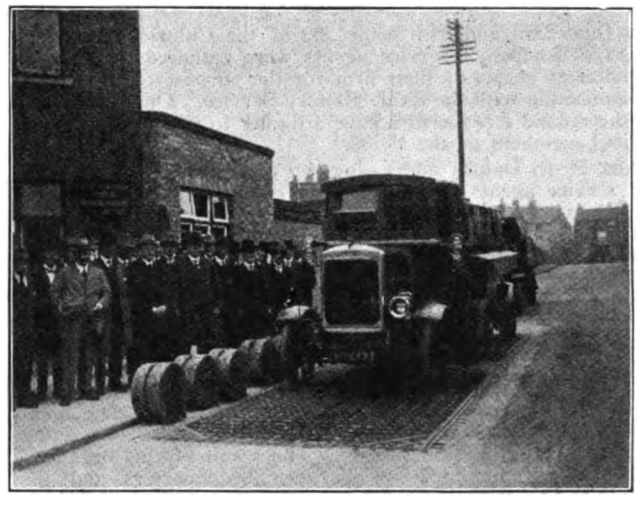
Berks, Oxon and Bucks Division.—The Hon. Secretary reported that owing to ill-health the present Divisional Secretary had given notice of his intention to resign the Secretaryship of this Division. Resolved that the Hon. Secretary take steps to find another gentleman in this Division to act on the Association's behalf.

Hants and District Division.—The Hon. Secretary stated that arrangements had now been made with an influential gentleman to act as Secretary for the above Division, and the arrangements made in connection with the same were confirmed.

New Weighbridge for Motor Traffic.

This weighbridge was made by Messrs. Henry Pooley & Son, Ltd., John Bright Street, Birmingham, and is for weighing motor traffic. The weighbridge is a combination of two self-contained machines placed end to end. Machines are coupled to one steelyard indicating from zero up to 25 tons without the aid of loose weights.

By means of a novel device, a lorry resting entirely on one



WEIGHBRIDGE BY HENRY POOLEY & SON, LTD.

machine can be accurately weighed, notwithstanding that at the same time a load is resting on, or traffic, is passing over the other machine. Each unit is 16 ft. long x 8 ft. wide, with a dead space of 1 ft. 6 inches, thus giving an overall length of 33 ft. 6 inches, which is sufficient to take the longest wheelbases likely to be on the highway for many years to come.

Each machine is of the most up-to-date design and capable of taking a load up to 20 tons, this making a total of 40 tons combined. This combination is the first of its type for weighing road traffic, and it enables the axle loads of lorries to be obtained, thus giving the necessary information for load distribution.

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A Well-Known Lift Van, Trailer and Body Builder.

Recent Activities of Joseph Atkinson.

We illustrate a lift van, a repeat order recently built for Messrs. Ernest Cullen & Sons, furniture removers and haulage contractors of 8, 9 & 10 North Anne St., Dublin, by Joseph Atkinson, of Black Bull Street, Hunslet, Leeds, and Silvester Street, Scotland Road, Liverpool.

A JOSEPH ATKINSON LIFT VAN BUILT FOR WELL-KNOWN FURNITURE REMOVERS.

The Atkinson lift van enjoys a considerable reputation among furniture removers. Built throughout of well-seasoned timber, its special features comprise lightness combined with strength, and a high-class finish which indeed all the Atkinson productions have. They are well known all over Great Britain and the Irish Free State, in fact there are few towns where Atkinson vehicles are not in daily use. Among recent orders for various types of vehicles passed through their shops are repeats for Carvers, Ltd., Leeds; Binns, Sunderland; W. Richardson, Leeds; Gibson & Co., Sunderland; Blundy, Clark & Co., York; R. Barr, Leeds; Tunstall & Co., Leeds; A. Dorman, Larne; Alexander Ritchie & Co., Glasgow; W. Cummings, Paisley; Carton Bros., Dublin; F. Harcourt & Co., Belfast; Cullen, Allen & Co., Belfast; Edgar Bros., Belfast; J. P. Corry, Belfast; and M. J. Fitzpatrick, Dublin.

Mr. Atkinson is also sole agent in Leeds for Goodyear tyres, and a solid tyre press is installed and he has every facility for expeditious refitting.

The Exide Battery Congress.

On June 23rd and 24th some 300 of the Chloride Electrical Storage Company's service agents were gathered together at Hendon as guests of their firm for the purpose of discussion in connection with the Exide Battery Service. On the evening of the second day the firm gave a dinner to which they kindly invited members of the Press.

Mr. D. P. Dunne, addressing the gathering, explained that the service agents had come from every part of the United Kingdom; the firm has agents in every town, thoroughly equipped and carrying large stocks of batteries and parts necessary for providing efficient service. The user of an Exide battery has always within a few miles of his door the same service as could be given him at the factory. The Exide service organisation has grown tremendously during recent years. There are over 400 stations now in this country and the number all over the world is 6,500. Before the manufacturers will appoint an agent they have to be satisfied as to his qualifications, equipment and premises and every agent has at least one man who has undergone a course of training at the Clifton Junction factory. The result of this organisation, daily communications between headquarters and the agents and these periodical conventions, is that the user, whose car is fitted with an Exide battery, has the whole care of the battery maintenance lifted from his shoulders and borne by the man who knows how to get the most out of it.

Marine Exhibition at Olympia.

November 23rd—December 5th, 1925.

The Society of Motor Manufacturers & Traders are glad to be able to announce that after lengthy negotiations they have succeeded in making arrangements in common with the Ship & Boat Builders' Association for the organisation at Olympia of an Exhibition of marine engines, motor boats, and general marine craft in connection with the Shipping, Engineering & Machinery Exhibition in 1925.

It was realised at the last Exhibition held in September, 1923, that the wide and comprehensive nature of the Shipping Engineering and Machinery Exhibition was of interest to a public far wider than could be expected to visit an Exhibition confined to marine purposes only, but as it was felt that for the purposes of a Marine Exhibition it would be better to hold the Exhibition somewhat later than was the case in 1923 an adjustment of the dates for other Exhibitions was arranged, with the result that it is now possible for the joint Exhibition to be held from November 23rd to December 5th, 1925, at a time which it is believed will be eminently suitable both to marine engine manufacturers and hull builders.

It would be appreciated if all interested in such an Exhibition would communicate with the Society of Motor Manufacturers & Traders, Ltd., 83 Pall Mall, London, S.W.1, or the Ship & Boat Builders' Association, 28 Budge Row, Cannon Street, London, E.C.4.

Horse Traffic in London.

Sir Walter Gilbey writes:—There appears from leaders and letters in the Press, to be a concerted effort to place a ban on the use of horses in London. The closing of Waterloo Bridge, with the obvious added traffic congestion, is now used to influence public opinion in this direction. I must strongly protest against the horse being made "the scapegoat," while an unlimited number of motor omnibuses are allowed to congest the streets. As chairman of an association representative of the whole of the horse and pony interests, I feel that it is my duty to meet these allegations, and at the same time to impress upon the public the injustice that would be imposed by any ban or restriction upon the breeder of the horse and upon the user—in the majority of cases the small contractor—who has found by experience that the horse is still the most economical factor in transport work in our cities.

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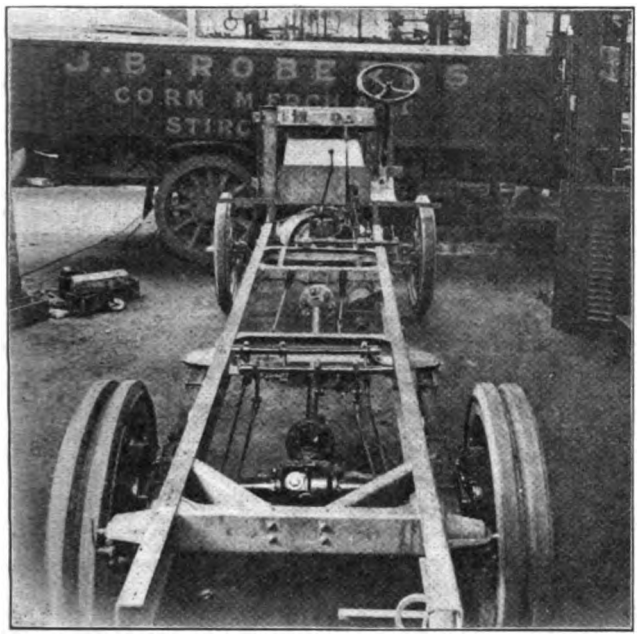
The New Garner Two-Ton Overtype.

We have always held that there is unnecessary waste of body space in the body design which places the driver's seat at the back of the engine. In many cases the bonnet and cab occupy as much as 50 per cent. of the length of the frame, therefore there is very little of it left to accommodate a roomy body, and resort has



SHOWING LAY-OUT OF GARNER OVERTYPE CHASSIS.

to be made to overhang if a large capacity body is essential for the purpose for which the vehicle is to be used. One alternative to obtain a large loading area is to lengthen the wheelbase but there is the very material objection to this design that the vehicle becomes difficult to manœuvre.

Certainly the most practical method of obtaining maxi-

THE GARNER "OVERTYPE" SHOWING EASE OF ACCESS TO ENGINE.

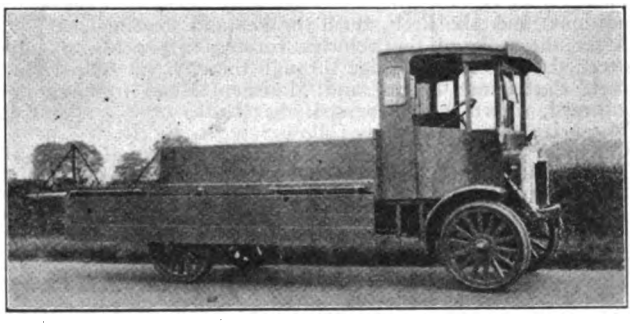
mum loading space for a given wheelbase is to place the driver's cab above the engine. Many firms have adopted this method but as a general rule the objection to it is that the engine is very inaccessible.

By invitation of Henry Garner, Ltd., Moseley Motor Works, Birmingham, we visited their works to inspect their new cab-over-engine model and we are convinced they have successfully overcome the inaccessibility objection and, incidentally, they have provided an exceedingly roomy and comfortable cab which provides an exceptionally clear view of the road in front. In this design the two front pillars of the cab are made of sufficient strength to carry the hinged sides of the cab, so that, practically,

SHOWING THE ACCESSIBILITY OF THE ENGINE IN THE GARNER "OVERTYPE."

the whole side of the cab may be swung forward on the pillar hinge. The side of the cab is constructed in the form of a double or folding door. The side door for giving access to the cab is constructed in the usual way, that is, it is hinged to the rear pillar as shown in the photograph. The wing and part of the foot-board of the cab are attached to the cab side so that when it is required to get at the engine they all swing clear, also as shown in the photograph; the result is that the engine is even more accessible than in the ordinary design as, by locking the wheels over in the direction required, the driver or mechanic has ample space to stand between the wheel and the frame and, moreover, there is plenty of room for him to move and no need for him to contort his body to reach any part of the mechanism requiring attention.

The part of the foot plate not attached to the cab side can, of course, be easily removed. The front of the cab is somewhat wider than the frame itself and the forward pillars are consequently bracketed to the frame. The hinged cab sides to which we have referred



THE GARNER "OVERTYPE" 2-TON LORRY.

are set at an angle of about 45 degrees to the frame. The forward pillar is somewhat to the driver's right hand side so that it does not interfere with his view of the road and he can also get a very good view through the cab side window.

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Both sides of the cab are constructed in exactly the same way. The front of the cab is made of angle steel frame with a sheet steel front in order to provide the rigid construction necessary for this design. As can be seen from the photograph it is entirely enclosed and ample provision is made for ventilation. There is an alternative method of carrying the wings which, instead of being attached to the cab side, may be carried on separate detachable brackets. The bonnet inside the cab in no way interferes with the driver's leg room.

The advantage of this type of body design may be judged from the following dimensions as obtained on the two-ton Garner. The wheelbase is 11 ft. 6 ins., and the body length measured from the back of the driver's cab 13 ft. 4 ins. The total length of the vehicle is 18 ft. 6 ins. From the back of the driver's cab to the rear axle the measurement is 8 ft. 4 ins., and the overhang is 5 ft. From the front of the vehicle to the back of the driver's cab the measurement is 5 ft. 2 ins.

We regard the Garner "cab-over-engine" design, which we understand is patented, as being a thoroughly practical solution of the accessibility problem and commend it to the favourable consideration of our readers.

Nottingham C.M.U.A. Parade.

The Fourth Annual (Nottingham) Parade of Commercial Motor Vehicles, organised by the East Midlands Division of the Commercial Motor Users' Association, was held at the Victoria Embankment, Nottingham, on 19th July last. The event aroused great interest in the neighbourhood, and there were 139 entries in the ten classes into which the parade was divided.

The fleet of vehicles entered by Messrs. J. Shipstone and Sons, Ltd., presented a very smart appearance. This firm had 24 vehicles entered, including 9 steam-driven and 15 petrol-driven lorries, and they won the champion challenge trophy presented by Messrs. Boots Pure Drug Co., Ltd., for the best team of three vehicles of any age or type.

Prior to the parade a luncheon was held at Boots' Institute, Trent Bridge, at which Captain C. Davenport (Chairman of the East Midlands Division, C.M.U.A.) presided, supported by the City Sheriff (Councillor A. Judd), Alderman C. J. Mee, Alderman F. Berryman, Mr. T. W. Gordon (City Engineer), Messrs. T. W. Martin (Vice-Chairman), G. H. P. Dalgleish, F. G. Bristow (General Secretary, C.M.U.A.), J. H. Trease (Divisional Secretary), and others.

Capt. Davenport proposed the toast of the City of Nottingham and referred to the valuable support which had always been given to the association by the Nottingham Corporation and officials.

In proposing the toast of the Commercial Motor Users' Association, the Sheriff paid a tribute to its valuable work, and instanced the fact that as a result of the association's efforts, owners of vehicles would soon have a rebate on taxation if their vehicles were off the road for any length of time. As to the association's definite policy in regard to road development, he said that a comprehensive report was soon to be presented to the Nottingham City Council concerning road developments in the city and district.

Mr. F. G. Bristow, general secretary of the C.M.U.A., replied and suggested that one of the duties of the association should be to combine with other branches of the industry and to try and get a reduction in the present system of taxation.

The judges at the Parade were Mr. F. G. Bristow (body work), Mr. V. B. Butt (engines), Mr. W. Woollatt (engines), Mr. H. Ardern, of Sheffield (electric vehicles), Mr. J. E. Pratt (steam vehicles), Mr. M. P. Holmes, of Leicester (general conditions) and Mr. R. F. Bush (brakes and steering gear).

After the judging the vehicles formed in procession and proceeded from Trent Bridge through the city, via Arkwright Street, Parliament Street, and Mansfield Road to Gregory Boulevard, where they dispersed.

The prize winners were as follows:—

Champion team, for best team of three vehicles of any age or type.—J. Shipstone and Sons, Ltd.

Three best petrol vehicles.—1, J. Shipstone and Sons, Ltd.; 2, Gerard Bros., Ltd.; 3, Boots Pure Drug Co., Ltd.

Three best steam vehicles.—1, J. Player and Sons, Ltd.; 2, Boots, Ltd.; 3, J. Shipstone & Sons, Ltd.

Three best electric vehicles.—1, 2 and 3, Boots Pure Drug Co., Ltd.

Nottingham Chamber of Commerce prizes for best vehicle in its motor haulage section.—1, Dakin Bros.; 2, Dalgleish & Sons, Ltd.; 3, Dalgleish & Sons, Ltd.

Furniture removers.—1, Dakin Bros.; 2, Dalgleish & Sons, Ltd.; 3, Dalgleish & Sons, Ltd.

Distributors of own goods.—(a) 50 cwt. or under load capacity: 1, Shipstones, Ltd.; 2, Boots, Ltd.; 3, Boots, Ltd.; (b) over 50-cwt. capacity: 1, Shipstones, Ltd.; 2, Nottingham Corporation; 3, Shipstones, Ltd.

Tradesman's van.—1, Bulwell Finishing Co., Ltd.; 2, Boots, Ltd.; 3, Victoria Laundry.

Messrs. Boots' special prizes for their own vehicles were won by the following drivers:—A. Dakin, A. Martin, G. H. Crowther, H. Porters, A. Taylor, C. Foster, S. Foster and J. Webster.

Messrs. J. Shipstone and Sons, Ltd., special prizes for their own vehicles were won by drivers H. Davies, H. Dennis, C. Hutchinson, E. Cooper, S. Simpson, J. Sharpe, J. Crofts, and F. Starbuck.

Dundee Motor Parade.

The following are particulars of the prize winners in the Parade held on June 14th last:—

Class I.—For best kept vehicle, maker's carrying capacity not exceeding 30 cwts.

1st Prize, £3 to driver and Certificate of Merit.—Messrs. A. G. Kidd & Son, Ltd., Craigie Bakery, Dundee; Driver, James Duncan, Fiat vehicle.

2nd Prize, £2 to Driver and Certificate of Merit.—Messrs. Andrew G. Kidd, Ltd., Bakers, Lytton Street, Dundee; Driver, J. Cowieson, Fiat vehicle.

3rd Prize, £1 to Driver and Certificate of Merit.—Messrs. Andrew G. Kidd, Ltd., Bakers, Lytton Street, Dundee; Driver, J. Lynch, Fiat vehicle.

Class II.—For best kept vehicle, maker's carrying capacity over 30 cwts.

1st Prize, £3 to Driver and Certificate of Merit.—Messrs. D. Barrie, Ltd., Contractors, Exchange Street, Dundee; Driver, D. Leslie, Dennis vehicle.

2nd Prize, £2 to Driver and Certificate of Merit.—Messrs. Caird (Dundee), Ltd., Craigie Jute Works, Dundee; Driver, D. Barrie, Leyland vehicle.

3rd Prize, £1 to Driver and Certificate of Merit.—David Horsburgh, Contractor, Albert Street, Dundee; Driver, J. Mitchell, Albion vehicle.

Class III.—Best advertising vehicle irrespective of age or weight.

1st Prize, £3 to driver and Certificate of Merit.—Messrs. Andrew G. Kidd, Ltd., Bakers, Lytton Street, Dundee; Driver, D. Seivwright, Fiat vehicle.

2nd Prize, £2 to driver and Certificate of Merit.—P. K. M. Smith, Mains of Fowlis Dairy, by Dundee; Driver, James Reid, Ford vehicle.

3rd Prize, £1 to driver and Certificate of Merit.—Mains Produce Co., Tannadice Street, Dundee, Driver, Allan Gibson, Ford vehicle.

Railway Accidents in 1923.

The Railway Accident Returns for 1923 have now been issued and copies (price 1/6d.) may be purchased directly from H.M. Stationery Office or through any bookseller. The opportunity afforded by the amalgamation of all but a few Railway Companies into four big groups has been taken to re-model these Returns, which now consist of 7 Tables only instead of 12 as previously. This condensation has been effected without the loss of any important information, while it has been found possible to add certain other figures not previously given.

Attention may be called in particular to the following features of the new form of Returns:—

(1) Table No. 1 provides for a summary of the Accidents reported during 1923 by all Railway Companies in Great Britain with comparative figures for the four preceding years.

(2) Comparative totals for 1922 are given or will be given in future, in all the detail tables and this arrangement makes it unnecessary to provide any other summary tables.

(3) In consequence of the reduction in the number of Companies, considerable space has been saved by re-arranging the order of the particulars shown in several tables. This method also makes it possible to dispense with the use of key numerals which complicated somewhat previous returns.

(4) The new tables include in effect all the data hitherto given and in addition contain:—
   (a) comparative totals for the principal companies;
   (b) detailed particulars of passengers and other persons killed or injured on the railway premises of individual companies (see Table 6).

Madrid Motor Bus Services.—It is reported that the Madrid Motorbus Company have now made their trials with the new type of bus for which an order of 110 buses has been placed. This type is to be the De Dion Bouton, and it has been passed by the Madrid Municipality. They will have a seating capacity of 35, and will be fitted with oversize pneumatic tyres.

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The Overland One-Tonner.

Quite a short time ago the British commercial motor user had a limited selection of two or three models should he require to take a 1-tonner into his service. During the last two years or so, however, matters have altered considerably and there is now quite a wide selection of one-ton vehicles with an equally wide choice also with regard to price. The latest one-tonner, of which we have recently received particulars, is the Overland, the chassis price of which is £198.

The standard Overland engine is used complete with Auto-lite starting motor and generator. It is a four-cylinder monobloc casting with detachable head and Thermo-syphon cooling. It develops 18·2 R.A.C. rating or 28 b.h.p. Lubrication is a combination of pressure and splash, the oil being circulated by a centrifugal pump. Power is transmitted through a single plate clutch to three forward speeds and reverse gear box, the gear ratios are 6·8 to 1, 14·9 to 1, and 26·7 to 1, while the reverse is 35·75 to 1. The gear box has sliding pinions with central control, ball bearings are used throughout. Engine clutch and gear box housings form a single unit. Petrol is gravity fed from a tank on the dash to a Zephyr carburettor. The drive is of the torque tube enclosed type with two universal Hardy type joints. The rear axle is a double reduction internal gear drive Russel type with a heavy solid chrome nickel steel load carrying member and separate drive shafts. The drive is through a crown wheel and differential to pinions which drive internal gears in the wheel housings. The hand brakes are of the external contracting type and the foot brake is internal expanding, both acting on the rear wheel drums. The driving wheels are of the steel disc type

THE OVERLAND 1-TON TRUCK.

carrying 32 in. by 4½ in. pneumatic tyres, whilst the front wheels are the wooden artillery type with 31 in. by 4 in. pneumatic tyres. The frame is 5 in. deep with 2 in. flanges braced with heavy cross members. The front springs are quarter-elliptic and the rear springs are semi-elliptic. The wheelbase is 10 ft. 6 in. and the track 4 ft. 8 in. The capacity of the vehicle is one-ton with a body allowance of 7 cwt., the body space from the dash to the end of the frame is 11 ft. 2 ins., and the chassis weight is 16½ cwt. The equipment includes two headlights, tail and dash lights, starting switch magneto and light switch with key, Stewart speedometer, ammeter, electric horn, complete tool kit, pump, heavy duty jack, wheelbase, rear wheel rim tool, battery, hydrometer, spark plug, spare fuse, two spare generator brushes, and a complete spare set of lamp bulbs. The vehicle is marketed by Willys Overland Crossley, Ltd., Heaton Chapel, Stockport.

Scottish Motor Exhibition.—The Annual Scottish Motor Exhibition will be held from Friday, November 21st, to Saturday, November 29th, inclusive, instead of early next year as would naturally be expected. Those interested are asked to take a note of the dates.

British Petroleum Co., Ltd. Head Office.—The Head Offices of the British Petroleum Co., Ltd., distributors of "BP" Petrol have been moved from 22 Fenchurch Street, London, to the new building of the Anglo-Persian Oil Co, Ltd., Britannic House, Moorgate, London, E.C.2.

Publications Received.

The Port of Hull Annual.—By H. E. C. Newham (Hull Trade and Transit Publicity Office, 13 Bishop Lane, Hull. Price 3/6 net. Post free Home or Abroad, 3/9). The 1924 edition of the Port of Hull Annual should be of much value not only to our own merchants but also to those from overseas who will be visiting us during the holding of the British Empire Exhibition at Wembley. This publication sets out in concise form all that the business man requires to know regarding this growing port in the Humber, and as Colonel W. Lambert White, C.B., V.D., D.L., J.P., who contributes the preface, remarks, its pages make it clear that not only does our market provide unrivalled facilities for the disposal of Colonial Produce of all descriptions, but the factories of Hull itself, together with those of the large manufacturing area for which it is the natural port of shipment, offer especially favourable conditions for the purchase of numerous articles required by our Dominions and Colonies.

Kelly's Directory of the Merchants, Manufacturers and Shippers of the World—1924. Kelly's Directories, Ltd., London. Price 64/-. Post free. We have received a copy of the 38th annual edition of Kelly's Directory of the Merchants, Manufacturers and Shippers of the World, which has just been published. Information is given in respect of every civilised country of the World. The book consists of some 5,000 pages, and gives information as to 20,000 foreign and colonial cities and towns, over 1,500,000 trade descriptions being given. The Directory is in two volumes. The first deals with foreign countries, and their dependencies, while the second gives information concerning England, Scotland, Ireland and Wales and the British Dominions and Possessions. For each of the foreign towns and cities, carefully classified lists are given of those engaged in trade and commerce, with the class of goods in which they deal. In the section devoted to Great Britain and Ireland, classified trade lists are given for (1) London and its suburbs, and (2) for the rest of the country. Exhaustively indexed in four languages, all vital information is instantly accessible to the reader. In the present edition there is an alphabetical list of the telegraphic addresses of the individuals and firms whose names appear in the section devoted to Great Britain and Ireland. The use of the book is considerably simplified by a concise explanation of its arrangement and by a practical example of how to use it, which will be found, in four languages, just after the title page.

"The Dunlop Guide." (Published by Messrs. Ed. J. Burrow & Co., Ltd., of Cheltenham and London. Price 5/- net.) The Dunlop Guide to Great Britain is published in a handy size measuring 7½ inches by 5 inches, and it contains 1,000 pages. The outstanding features of the guide are the use of large type throughout, making the text readable under all conditions, and the entire absence of the hieroglyphics which usually make the study of road books so difficult. In addition to nearly 300 towns, plans and the usual details of hotels and repairs for over 2,000 centres, there is a list of official parking places in London and in the Provinces, routes round and through London, avoiding busy crossings, and London theatres and kinemas are shown on a plan. There is a two colour map of London and a list of hotels having private garage and parking accommodation, and lists of repairers appointed by the R.A.C. and A.A. There is also an atlas of first and second grade roads in the British Isles. There are 75 pages devoted to useful information and valuable hints relating to motor cars and motor touring, etc. The Dunlop Rubber Co., Ltd., are further supplementing the value of the Guide Book by opening a bureau devoted to touring service at Central House, 43, 45, 46 Kingsway, London, W.C.2. This service is absolutely gratis.

"The Commercial Motor Index." (Published by Fletcher & Son, Ltd., Castle Works, Norwich. Price 7/6 net). This, the 1924 edition, marks the second year of publication of the "Commercial Motor Index," and it is far more complete than it was last year. The current edition contains specifications of several makes not included in the 1923 edition as well as further details regarding the specification both of the 1924 models and of those of back years. A new feature in the 1924 edition is that the solid tyres are described under the British standard, that is to say, the section and the rim diameter are given. There are two other similar volumes containing indexes of motor cycles and motor cars, the prices of which are 7/6 and 10/- respectively. The three volumes may be purchased bound in one volume for £1/1/-.

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British Empire Exhibition.

As from time to time the commercial motor manufacturers exhibiting chassis at the British Empire Exhibition are changing their exhibits we have, as we indicated we would do at the commencement of the Exhibition, revised our previous reports so that the report submitted below is, or was, up-to-date, up to the first of the current month.

PALACE OF ENGINEERING.

Albion Motor Car Co., Ltd., Glasgow. Exhibit No. 43. This firm are still exhibiting their 600-gallon tank wagon built to the order of the Anglo-American Oil Co., their second exhibit has been changed to a 24-h.p. 30-cwt. box van.

Atkinson & Co., Frenchwood Works, Preston. Exhibit No. 235. The exhibit on this stand remains the same, consisting of an overtype steam wagon with their now famous "Uniflow" engine and single chain drive to the rear axle. The "Uniflow" engine has cam gear and ball valves. The chassis has three independent brakes. The vertical boiler is of the water tube type. The firing is through a chute level with the floor plate of the cab. A super-heater and feed water heater are provided.

Austin Motor Co., Ltd., Northfield, Birmingham. Exhibit No. 233. The exhibit on this stand has not been changed. It consists of an Austin 25-h.p. 4-cyl. lightweight agricultural tractor with farm-cart type trailer. The Austin 20-h.p. ambulance is also exhibited.

Wm. Beardmore & Co., Ltd., 112 Great Portland Street, London, W.1. Exhibit No. 50. The 30-cwt. Beardmore lorry

THE "DENNIS" 2/2½-TON OVERSEAS MODEL.

is shown. The treasury rating of the engine is 15.6 h.p. The bore and stroke of the 4-cylinder engine are 80 mm. by 120 mm. respectively. Forced feed lubrication is provided, magneto ignition and Zenith carburetter. There is a four-speed gear box. The clutch is the cone type and the back axle is the full floating type with worm drive. The wheels are shod with single pneumatics all round (Michelin cable) 895 by 135 mm.

Bristol Tramways & Carriage Co., Ltd., Tramways Centre, Bristol. Exhibit No. 42. The Bristol exhibit remains the same consisting of a 40-h.p. chassis, designed for either passenger or goods transport, with a load capacity of from 3-4 tons.

British Timken, Ltd., Ward End, Birmingham. This firm are exhibiting on Vickers' Stand Nos. 1, 2 & 29, Avenues 7-8. The many advantages of the Timken roller bearing, which provides for end thrust as well as radial load and can be adjusted to take up wear, have long been appreciated by automobile designers. The bearing is now in use in large numbers on both British and American cars, its use is rapidly extended in other directions when non-friction bearings are necessary. The firm are showing a very representative range of their bearings at Wembley and the exhibits are staged in interesting form. Various sizes of the complete bearing are shown together with component parts, showing how the bearing is made up. A small motor car hub has been suitably mounted and sectioned to demonstrate a typical Timken fitting in one of its most popular positions. A miniature mine car truck wheel has also been prepared and sectioned through the nave to show how the bearings are mounted in the hub. The development of the Timken bearing from 1895 onwards is well demonstrated, the four successive types of bearings being shown together. This is particularly interesting as showing the improvements in design which from time to time have been incorporated but it is noteworthy that no departure has been made in the fundamental principle, namely, the tapered construction.

H. G. Burford & Co., Ltd., 24 Haymarket, London, S.W.1. Exhibit No. 232. The exhibit on this stand remains the same.

Dennis Bros., Ltd., Guildford, Surrey. Exhibit No. 39. The Dennis vehicle is exhibited by the Weybridge Motor Engineering Co., Ltd., Weybridge. It consists of a 2½-ton chassis fitted with a body built for carrying motor spirit to the order of the Anglo-American Oil Co., Ltd. Dennis Brothers are also exhibiting a 2½-ton chassis designed specially for overseas work. This model is made in three lengths. The principal features are the Dennis worm drive, the small turning radius and the high ground clearance.

Fodens, Ltd., Elworth Works, Sandbach, Cheshire. Exhibit No. 239. This exhibit has not been changed. It consists of the 6-ton overtype model incorporating all the latest improvements in design. It is equipped with a C.A.V. lighting set.

Richard Garrett & Sons, Ltd., Leiston Works, Leiston. Exhibit No. 240. The Garrett wagon is now shown with a hinged sided body, otherwise the exhibit is similar to that described in our May number. Towing hooks are provided fore and aft. The unladen weight of this vehicle is 6 tons 6 cwt. The front axle weight is 4 tons, the rear axle weight is 8 tons. The Garrett wagon is fitted with a C.A.V. lighting set.

Guy Motors, Ltd., Fallings Park, Wolverhampton. Exhibit No. 34. This exhibit has now been changed to a one-man operated bus mounted on a 2-ton Guy chassis.

Halley's Industrial Motors, Ltd., Yoker, Glasgow. Exhibit No. 229. This exhibit remains the same as previously described consisting of a 35-h.p. 6-cylinder engined chassis with single plate clutch drive, four speeds and reverse worm-driven back axle, detachable wheels. On this chassis is mounted a 1,000-gallon capacity tank and it has been built to the order of the British Petroleum Co., Ltd.

Karrier Motors, Ltd., Karrier Works, Huddersfield. Exhibit No. 38. The chassis is similar to the one previously described but it is now fitted with a flat platform body; the chassis has a 25-h.p. engine and is of the CY type. This firm are also exhibiting a saloon bus, the frame and glazed part of which can be bodily removed for the purpose of converting the vehicle into an open char-a-banc, provided with a cab cart hood. The vehicle has two front entrance doors and a rear emergency door. The vehicle is equipped with a C.A.V. lighting set both for road illumination and for interior lighting. This body is mounted on a Karrier type K.3 chassis. It is fitted with single Dunlop cord pneumatic tyres on the front, 955 mm. by 155 mm., and twin tyres of the same dimension on the rear wheels.

Leyland Motors, Ltd., Leyland, Lancs. Exhibit No. 231. The exhibit on this stand consists of a 30/32-h.p. model A1 two-tonner built to the order of Shell-Mex, Ltd. It is briefly described in our June number p. 290.

Mann's Patent Steam Cart and Wagon Co., Ltd., Pepper Road Works, Hunslet, Leeds. Exhibit No. 241. Mann's patent Steam Cart and Wagon Co., have changed their exhibit to their new model "Express" shaft-driven 6-ton steam wagon, as described on page 323 of our last number. This wagon was exhibited for the first time at the Royal Agricultural Show, Leicester.

Maudslay Motor Co., Ltd., Parkside, Coventry. Exhibit No. 230. The Maudslay Motor Company have changed their exhibit from the 7-ton 53-h.p. model, already described, to a 25-h.p. 4-cylinder model. The carrying capacity of this vehicle is 2 tons, the wheels are shod with Macintosh pneumatic tyres 34 by 7 front and rear mounted on detachable rims. It has an Autovac petrol feed. It has interchangeable over-head valves and a five-bearing crankshaft. The journals, connecting rods, big ends and little ends are pressure lubricated, four speeds and a reverse are provided, and the back axle is solid forged, the final drive is the overhead worm type, the chassis is fitted with ball and roller bearings throughout.

Morris Motors, Ltd., Cowley, Oxford. Exhibit No. 49. This firm are showing a Morris 1-ton commercial van described and illustrated on another page of this issue.

Scammell Lorries, Ltd., 14 Holborn, London, E.C.1. Exhibit No. 37 and 44. The exhibit has not been changed and consists of a 12-ton 6-wheeler for the transport of motor spirit in tins.

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Sentinel Waggon Works (1920), Ltd., Shrewsbury. Exhibit No. 238. This exhibit has been changed to a 6-ton "Super-Sentinel" model, flat platform wagon with hinged sides. The engine is the "Super-Sentinel" patent, 6¾-inch bore by 9-inch stroke with poppet valves. The working pressure is 230 lbs. per square inch. The differential gear is incorporated in the crankshaft. The boiler is the "Super-Sentinel" patent vertical water-tube type, without stays or stay tubes. Internal expanding brakes are fitted. The steering is the Ackermann type with central pivotted front wheels.

John I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1. Exhibit No. 35. This firm are exhibiting an "X" type 3-ton vehicle for carrying motor spirit in tins, of which it accommodates 366. It is built to the order of the British Petroleum Co., Ltd. The engine develops 40 h.p. Ignition is by high tension magneto (Simms), and the carburetter is a Solex. The clutch is of the cone type Ferodo lined. The gear box is a one-piece casting. The shafts run on ball bearings, the final drive is by overhead worm. This vehicle, as it is built for carrying motor spirit, has a fire-proof shield between the driver's cab and the body effectually insulating the body and preventing the possibility of fire.

Tilling-Stevens Motors, Ltd., Victoria Works, Maidstone, Kent. Exhibit No. 33. This exhibit remains the same, it consists of a petrol-electric chassis with a 48-h.p. four-cylinder engine. Its capacity is 5 tons. The advantage of this vehicle is that there are no gears to change and the electric power may be used for a variety of purposes in addition to driving the vehicles.

Unic Motors, Ltd., 18 Brewer Street, Buckingham Palace Road, London, S.W.1. Exhibit No. 51. The exhibit consists of a 12/16-h.p. chassis, type C.9.F. fitted as a taxi-cab. The engine has 75-mm. bore by 120-mm. stroke and is of the monobloc construction. There is a variable high tension magneto, a two-jet carburetter and forced feed lubrication. The wheels are the artillery type with "Captain" detachable rims.

Vulcan Motor & Engineering Co. (1906), Ltd., Crossens, Southport. Exhibit No. 36. The chassis exhibited is the same as that for the timber lorry it has replaced. It is a 2-ton vehicle fitted with a special body for the transport of motor spirit built to the order of Shell-Mex, Ltd.

Yorkshire Patent Steam Wagon Co., Pepper Road, Hunslet, Leeds. Exhibit No. 236. The Yorkshire Patent Steam Wagon Co., are still exhibiting their new "Power Farmer" for either cable or direct haulage, for ploughing, cultivating or for attaching implements such as binders. It is equally useful for road traction purposes or for driving fast machinery. The Yorkshire Patent Steam Wagon Company are also exhibiting a 7-ton steam wagon chassis. The front axle is fitted with Ackermann central pivotted steering gear; the rear axle is made of 40 tons mild steel drop forgings, bored through the centre and fitted with splined shafts which transmit the drive to the road wheels from the differential gear and enclosed cardan shaft, and works in self-lubricating oil well in the centre of the axle. This chassis is the pioneer of this type of shaft-driven steam wagon.

Natal Centenary. — We have received from Messrs. Parry, Leon & Hayhoe, Ltd., from their Durban office a copy of the Centenary issue of the "Natal Mercury," and draw attention to this as a remarkable example of newspaper enterprise. The issue, which is profusely illustrated, consists of 72 pages divided into six sections and covering every branch of politics and commerce in Natal. The result is an achievement of which the proprietors may well be proud.

A Commercial Garage at Bournemouth. — St. Paul's Commercial Garage, Ltd., Bournemouth, inform us that they have secured an extensive and important site with a frontage of 150 feet on the main Wimborne Road—lately known as St. John's Moordown Schools—consisting of about 1 acre of ground. Plans are being prepared for the erection of a covered garage 300 ft. by 45 ft., and other buildings will be erected to accommodate the body building, upholstery and painting departments which will greatly relieve the St. Paul's Lane Garage and afford more space for the garage of cars and char-a-bancs, a very pressing and necessary requirement owing to the increase of motor transport in Bournemouth. St. Paul's Garage holds a large stock of spares, tyres, etc., and undertake to carry out repairs and overhauls promptly and efficiently. Upwards of 50 commercial lorries ranging from 5 cwt. to 6-tonners are in stock awaiting inspection for possible purchasers and for immediate delivery. A special feature of this company's operations is their hire-purchase scheme by which the vehicle pays for itself while working and entails only a very small initial outlay. The company carries all the hire-purchase business themselves therefore assuring privacy in all transactions.

Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

HORSES AND LONDON TRAFFIC.

To the Editor of The World's Carriers.

Dear Sir,—We beg to draw your attention to an article appearing in "The 19th Century and After," for July, 1924, entitled "Horses and London Traffic" by Sir Walter Gilbey, Bart. The article deals with a very pressing present-day problem, but we think it is rather unfair and decidedly re-actionary, and well worth your consideration.

Yours truly,
Albion Motor Car Co., Ltd.
J.M.H.

Scotstoun, Glasgow.
July 22nd, 1924.

COMMERCIAL HORSES.

To the Editor of The World's Carriers.

Dear Sir,—The recent International Horse Show at Olympia—the only representative exhibition at which our Heavy Breeds meet in competition and on equal terms—chronicled an overwhelming success for the Commercial Horses of Shire type, and appropriately at a time with increasing reversion to horse traction for haulage purposes.

The claims for the horse are powerfully endorsed by Sir Walter Gilbey in the July issue of "The Nineteenth Century and After," while official endorsement is in our hands as to the increased demand and use in America and Canada for big, strong draft horses.

Substantial reasons are advanced—economy in working; special adaptability to short journeys with frequent stops, and the pulling capacity of the Horse has been demonstrated by the official tests of the Shire Horse Society in London and in America by the dynamometer.

These important factors have not been overlooked by transport and cartage firms to whom reduced costs in investment and maintenance are practical considerations with savings on motor traction equivalent to one third, and the subsequent repercussion on business profits.

Corroborative evidence of the trend to the use of the Horse in Municipal and City work comes to hand daily. Metropolitan Boroughs are now buying horses to reinforce their depleted studs, cardinal and economic considerations—longevity and exemption from tax—are combining to restore the Horse to his position in the public service.

Reliability to the private owner is more important than speed, while to the small contractor the problem of replacing his worn-out lorry can always be solved by the Horse.

From Messrs. Watney, Coombe, Reid & Co., Ltd., come some invaluable evidence of the special adaptability of the Shire-bred Commercial Horses to the exigencies of street traffic. With London so congested it is advisable that they should possess a type of horse having both power and weight "such as the Shire-bred," as well as alertness and quickness in starting and stopping of heavy loads, which is continuously taking place in the crowded thoroughfares to-day.

The weights of their successful exhibits were over 18 cwt., in daily working condition and one of their successful geldings has been in their possession and working regularly for over 5 years. Normal load for a pair of horses is 3 tons (exclusive of vehicle and tackle weighing 1½ tons) working within a radius of seven miles from the Brewery.

Though our quest was directed principally to Heavy Draft Horses some interesting facts have emerged in regard to vanners. In one instance a horse three years in work weighing 17 cwt. normally shifts a load of 3 tons 5 cwts., while Messrs. Carter, Paterson & Co., kindly state that for horses of the trotting vanner type working in London for 5 or 6 years the load taken out is 30 cwt., diminishing during the day until the van is being unloaded and rising to 30 cwt. either before mid-day or late afternoon according to the day's work.

May I, in conclusion, emphasise one significant fact—patent to any impartial observer—that in a large percentage of vanners in London the Shire cross predominates with many of pure-bred descent.

I am, Sir,
Your Obedient Servant,
A. B. Charlton,
Secretary, Shire Horse Society.

12 Hanover Square,
London, W.1.
August 1st, 1924.

G. & J. Prices.—Bonallack & Sons, Cable Street, London, E.1, sole European concessionnaires for the "Gotfredson" (G. & J.) truck, announce the following chassis prices: 25-cwt. nett load, standard wheelbase, £400; 25-cwt. nett load, long wheelbase, £415; 30-cwt. standard wheelbase, £425; 30-cwt. long wheelbase, £440.

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Activities of the F. W. & R. A.

Collecting From Other Members' Depositories.—It will be remembered that following on the decision of the 1923 Annual Meeting, subsequently confirmed by the Extraordinary General Meeting, the following, amongst other, by-laws was made:

"That on and from the 31st day of March, 1924, no member of the Association shall undertake to remove household furniture and effects from the Depository of another Member except with the consent of the Depository owner." It has come to the knowledge of the Committee that two instances have occurred in which the Members have collected goods from other Members' Depositories contrary to this rule. The matter is being investigated and will be dealt with in due course. Members should be careful to observe the rule in the letter and spirit.

Advertising For Return Loads.—Another by-law passed by the Association is to the effect that no Member shall advertise in or publish any announcement in the Public Press for return loads or publish any announcement of vans travelling to or returning from any specified place in the British Isles. Some firms have adopted the practice of advertising for return loads by boards outside their offices or depositories. This, of course, is against the rule and the Association requests that members will cease the practice otherwise the matter will have to be dealt with in accordance with the by-laws and rules governing this question.

Uniform Methods.—The question of adopting uniform methods has been under consideration of the Committee and has been referred to the Publicity Committee to deal with by pamphlet or otherwise under the General Advertising Scheme.

Trade Charges.—At the invitation of the Association a large number of replies have been received from members giving a list of their charges for all kinds of work they are prepared to undertake for other members. These charges are being tabulated, and in due course will be issued; and ultimately it is hoped to print them in pamphlet form. Those members who have not already forwarded a list of their charges should do so as quickly as possible in order that the official statement may be a comprehensive one.

General Publicity Campaign. — Considerable progress has been made with this question and it is hoped to issue, at an early date, a letter giving full particulars of the scheme together with form of Agreement. The proposed agreement has been submitted to the Association's Solicitor for his approval and suggestions.

Removal and Warehousing Conditions.—The alterations in the Removal and Warehousing Conditions which recent experience in the Courts and elsewhere have shown to be advisable have now been drawn up and submitted to Counsel for his opinion.

Estimators Certificates. — The next examination for Estimators Certificates will be held during the third week in October. Application forms can be obtained from the Secretary up to and including 1st October next. The syllabus of this examination is published month by month in the Official Journal, and has also appeared from time to time in the WORLD'S CARRIERS.

Speed Limits. — The police are showing considerable activity in various districts, and members should warn their staffs not to exceed the speed limit.

Removals and Storage Pamphlets. — These pamphlets with the name and address of the firm printed on the front cover, can be obtained through the Secretary at the following rates, all carriage paid: 250 pamphlets, 21/-; 500 pamphlets, 34/-; 1,000 pamphlets, 60/-; 2,000 pamphlets, 110/-. The pamphlets can be supplied in Buff, Pearl, and Pastel Blue covers.

Removal and Warehousing Conditions. Placard Size.—As it is advisable that members should exhibit in their offices open to the public the Conditions in placard form upon which goods are removed and/or warehoused, similar to the practice of the railway companies, such placards are now issued by the Association, having the name of the firm inserted at the top similar to what is now done on the Estimate and Acceptance Forms, and can be obtained from the Secretary at a cost of 11d. each, including postage.

Foreign Removals.—The British Association of International Furniture Removers is affiliated to the F. W. & R. Association and watches the interests of those members who are interested in foreign removals. It was founded in 1923, and already comprises members in nearly every country in Europe, the British Dominions, and U.S.A., etc. Entrance fee 10/6, and Annual Subscription entitling the holder to a copy of the fortnightly journal, etc., £1/1/-.

Safety Hints for Drivers.

SIX Cardinal Rules for Safe Driving issued by the National Safety First Association:—

1.—ALWAYS KEEP YOUR EYES OPEN AND YOUR WITS ALERT.—(ATTENTION).

The human element is to blame in the vast majority of accidents.
Undivided attention must be given to the task of driving a car.
Cultivate ROAD SENSE.
More accidents are due to carelessness and thoughtlessness than to ignorance.
Use Common Sense to ensure safe driving.

2.—ALWAYS DRIVE AS YOU WOULD WISH OTHERS TO DRIVE.—(COURTESY).

"SAFETY FIRST"—the most important rule of the road.
Drive carefully, considerately and courteously.

IT IS DANGEROUS AND DISCOURTEOUS:—

To take corners on the wrong side.
To cut in or to cut things too fine.
To assume that the road is clear.
To overtake at corners, bends, crossroads, road junctions, just before street refuges, or *anywhere* without the certain knowledge of a clear road.
To turn into or out of a road except DEAD SLOW.
To drive so that you cannot pull up clear of any possible danger.
To assume your warning signal is heard if no notice be taken of it.
To descend hills too fast.
To force your way through groups of persons boarding or alighting from tramcars.
To drive too close to, or too fast past other road users.
To leave a vehicle on a bend, or anywhere where it may be an obstruction to other traffic.
To reverse unless you KNOW that all is clear.

IT IS COURTEOUS AND CONSIDERATE:—

To keep well to the left.
To overtake only after making sure that the road is clear, and after giving warning.
To listen for warning signals from the rear, and to signal on overtaking traffic, if the road ahead is clear.
To use your horn with discretion.
To exercise special care in passing all animals.

3.—ALWAYS KEEP YOURSELF AND YOUR VEHICLE IN SAFE DRIVING ORDER.—(CONTROL).

Be completely master of your vehicle.
Don't drive if you are not physically fit to do so.
Frequently inspect your vehicle.
Always keep brakes and steering in faultless condition.
Keep all your lamps in good order.
Never leave a vehicle unattended unless it is fully secure.

4.—ALWAYS ANTICIPATE DANGER.—(ANTICIPATION).

Don't imagine that people—especially children—or animals can always be trusted to do the sensible thing.
Be prepared for anyone else on the road doing the wrong thing.
Beware of pedestrians stepping suddenly off the footway.
Don't drive fast past schools or through populous places.
Be specially careful when driving on tramlines and on greasy or cambered roads.
Don't apply brakes suddenly or violently except in cases of extreme emergency.
Learn how to correct a skid.
Beware of following other vehicles too closely—especially trams.
Beware of vehicles suddenly turning out of their line of traffic.
Always remember that Main road traffic has NOT right of way over other traffic.

5.—LEARN, GIVE AND OBEY THE RECOGNISED TRAFFIC SIGNALS.

Don't slow down, stop, turn, or cross to the wrong side of the road without endeavouring to show your intention to following traffic by giving the recognised signal.
The mere giving of a signal does not entitle you to obstruct other traffic.
Always look out for the signals of the driver of the vehicle in front of you.
Always look out for, and promptly obey, police signals.
Always pay attention to road warning signs.

6.—OBEY THE LAW, IN LETTER AND SPIRIT.
SAFETY FIRST.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Motor Coaching Conditions.—Motor coach owners in Liverpool report that whilst there has been an improvement this season in the single seat bookings, party bookings have not been quite so numerous, and in the majority of instances, the journeys have been for comparatively short distances. Whereas in previous seasons, journeys up to about 120 miles per day were not infrequent, this year they have been very few and far between. There has been considerable competition in the matter of rates, and whilst the acknowledged charge for Blackpool is 7/6d. for day return tickets, some owners have been working for as little as 5/-. There are two daily services to Blackpool, Messrs. Collingwood Motors, who were the pioneers of daily motor coach services in Liverpool, starting in 1920, report that their single seat bookings this year have been distinctly healthier. This Company operates a fleet of four 28-seater Daimlers, two 14-seaters and two touring cars. On the average they carry 500 passengers per week. Other daily services maintained by them are to Buxton, Macclesfield, Knutsford and Southport. In the autumn it is intended to run special week-end tours to places like Morecambe, Yorkshire, etc. The New Brighton Motor Coach Co., every Monday and Thursday during August and September, are running tours to London, the coaches travelling via Oxford, where the first and last nights will be spent.

Motor Milk Tankers.—Considerable attention has been given lately to the utility of motor milk tankers, and in view of the fact that Messrs. S. Reece and Sons, Ltd., wholesale dairymen, of Liverpool, were the pioneers of this form of transport in the country, having adopted two Leyland 1,250-gallon milk tankers about 15 months ago, the writer had an interview with Mr. Harry Reece and was given some interesting data concerning the merits

TWO 1,250-GALLON MOTOR TANKERS ON LEYLAND CHASSIS OWNED BY MESSRS. S. REECE & SONS, LTD., LIVERPOOL.

of this method of handling milk. Each of these two vehicles covers a distance of 70 miles per day, bringing milk into the city of Liverpool, and never in the course of the 3½ hours journey has the temperature of the milk varied more than five degrees compared with five times as much by rail. When the milk is unloaded at Liverpool from the tank, it can be sent out to the dairymen's establishments without delay, whereas with railway milk this has to be cooled and treated before it can be distributed. The all-in cost of transport of milk sent by motor tanker including all operating expenses, is ⅜d. per gallon compared with 1⅛d. by rail. In the latter case, the figure is really higher because of the depreciation on the ten-gallon milk tankards. When it is reckoned that the motor tanker holds the equivalent of 125 cans and that dairy farmers, as a rule, work on a four days' supply, it will be seen that this is a costly item. Mr. Harry Reece added that the motor tankers achieved a saving in transport costs of about £4/17/6d. per journey compared with the cost of the milk dispatched by rail. Messrs. S. Reece and Sons, Ltd., by the way, control a transport fleet of about 30 units.

Messrs. C. F. Rymer, Ltd.—An extraordinary general meeting of the shareholders of Messrs. C. F. Rymer, Ltd., Liverpool and Wallasey, was held at Wallasey, on July 27th. The resolution before the meeting was "That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that accordingly the company be wound up voluntarily, and that Mr. Robert Hilditch, incorporated accountant, West Africa House, Water Street, Liverpool, be appointed liquidator for the purpose of such winding up." Alderman E. Russell-Taylor, chairman of directors said circumstances had arisen which made it necessary for the bank, as first debenture holders, to appoint a receiver to protect their interests, and they had appointed Mr. Robert Hilditch, incorporated accountant, as receiver on their behalf. Mr. Hilditch was now in possession of the whole of the assets of the company. The shareholders meeting decided that there should be compulsory liquidation under the court, and that Mr. Parkin S. Booth, certified accountant, should be recommended for appointment as liquidator. The business of the company is meanwhile being carried on as a going concern, with a view to realisation in the best interest of all parties.

Bootle Cartage Tenders.—The Bootle Corporation has accepted the tender of Mr. Benjamin Bullough, for cartage and team hire during the next few months. The prices accepted were: Horse and cart and driver, 20/-; horse and driver only, 19/-; horse and driver for night brushing only, 20/-; team with cart and driver, 25/-; team and driver only, 20/-; carting materials from dock or railway depot, 2/6d. per ton, with 6d. per ton extra for southward docks.

Death of a Pioneer.—Mr. James Sumner, a well-known Leyland engineer and inventor, and pioneer of Leyland Motors, Ltd., died at Southport, on July 29th. A man of considerable mechanical skill, Mr. Sumner constructed a steam wagon in 1889, and, although it was not a success, he gained valuable experience. Some eight years later he produced a steam tricycle, which brought him into conflict with the local police, and in 1892, he invented a steam lawn mower. After the passing of the Light Locomotives Act, in 1896, he again tackled steam motors, and Mr. George Spurrier, the owner of the Stoll Co., Manchester, joined him in the venture. Further developments in steam motors were carried out, and in 1897 the Royal Agricultural Society of England offered a prize for the best motor vehicle for commercial use, and a steam van built by Stoll and Co., received the highest award. The company later changed its name to the Lancashire Steam Motor Co. In 1892 new works were built on the present site at Leyland, the company again changing its name to Leyland Motors, Ltd. Mr. Sumner was, for a number of years, a director of Leyland Motors, Ltd., but he gave up the position owing to failing eyesight.

Birkenhead R.T.A.—The Birkenhead Road Transport Association held a general meeting on Monday, July 21st, Colonel Ormerod presided and there were also present, Messrs. J. J. Martin, C. E. Price, F. Pinder, P. McGetrick and the secretary (Mr. J. Fletcher). A letter was read from Mr. C. A. Still (Liverpool Cart and Motor Owners' Association) with reference to the conditions of employment of casual men. It was decided that a further letter should be sent to Mr. Still asking that the Joint Committee should keep the points raised in the forefront of attention, as opportunity arose. Mr. McGetrick urged that something should be done to open the roadway connecting Shore Road and Corporation Road. After some discussion it was decided to send a letter to the Mersey Docks and Harbour Board urging them to take this matter up, and suggesting that a deputation should attend to lay their views before the general manager if he thought any useful purpose could be served by such attendance. The new printed draft rules were presented for consideration and each rule was referred to by the President. With regard to rule 4, it was proposed by Mr. McGetrick, seconded by Mr. C. E. Price, that the following alteration should be made, the rule to read: "No member shall employ a non-member when assistance can be obtained from a member." As to rule 21, after "5/- per horse" the following words are to be added: "Less an allowance of one horse in ten." Mr. Pinder moved that the amended rules as presented be adopted, Mr. McGetrick seconded and the resolution was carried unanimously. It was decided that the rules be printed and circulated to all members who had paid their subscription.

Local Passenger Transport. — At a meeting of the managers' section of the Municipal Tramways Association, who held their annual meeting in Liverpool, in June, Mr. J. B. Hamilton, the manager of the Leeds tramways, said the time was rapidly approaching when important and far reaching decisions would have to be taken in regard to public transport. Development had been arrested by the war, but since the war the public had been demanding faster and quieter means of transit. In many towns large expenditure had been undertaken for the maintenance of the permanent way, and some of them had actually had the courage to embark on the improvement of the vehicles. It was essential, however, that tramway committees should take into consideration the possibility of other forms of traction.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—Trade generally is very quiet except for the motor coach section which seems to have fairly heavy bookings for the month of August. Blackpool, Southport and other popular places still draw the crowds from Manchester and district, and given good weather the motor coach section of the trade should recoup for the income lost in the earlier part of the season.

Two Heads Are Better Than One.—Although for some three years Manchester has had in existence a Traffic Advisory Committee this body has only been used on very rare occasions with the result that no tangible effort has been made by the City Authorities to relieve traffic congestion. At Bradford it appears a special Committee has been set up to consider traffic congestion and it is quite likely that Bradford will make a move to relieve the position by co-operation with traffic interests whilst Manchester marks time.

Police Trespass On Motor Lorries.—In this district complaints have been made from time to time with regard to policemen pulling up drivers of motor lorries and after inspecting the licence, etc., have boarded the lorry with the object of testing the brakes, the driver being asked to apply the brakes under the instructions of the policemen. The practice has many faults and the matter has now been brought to a head by a case heard at Haslingden, on 21st July, when a summons against an owner for not having efficient independent brakes on a heavy lorry was heard by the magistrates. The Police Sergeant, in giving evidence, stated that a Constable and himself called upon defendant to pull up on a gradient so that the brakes could be tested, and that with a load of 3 tons 15 cwt. the lorry pulled up in 10 yards. The officers boarded the motor lorry and asked defendant to test both brakes with the engine in neutral, and it was contended that the foot brake failed to pull up the lorry in 40 yards. For the defence Mr. Rowland (of Accrington), urged the view that for the police to board another man's motor car was trespass and they should be satisfied with the first test obtained by calling upon the driver to stop, he further urged that if there was any offence in this case at all it could only be by the instruction of the Sergeant. The case was originally brought into court in June and the magistrates then decided to consider their decision. On 21st July they ruled that as the law stood a heavy motor lorry must have two efficient brakes but, in the absence of a definite regulation from the Home Office, they considered that the driver allowing the policeman to test his brakes in the manner of the tests in this case was a mere volunteer extended to the police as an act of courtesy; that the driver could refuse the tests if he chose to do so; and taking the facts into consideration they considered an offence had been proved and justice would be met by a small fine of 10/-, the magistrates further stated that the Clerk of the Peace was in communication with the Home Office with a view to a definite regulation being laid down in such cases. Mr. Rowland (for defendant) pointed out that the decision of the magistrates meant a conviction, and an appeal would be considered. He had, therefore, to apply for a summons against the police sergeant for aiding and abetting in the commission of what the magistrates had decided was an offence. The summons was granted and made returnable for a month hence in order that the case should be heard by the same magistrates.

New Coastal Road in Kent.—Kent County Council have approved the scheme for the new coastal road in Kent, giving access to Thanet from the London to Dover Road near Faversham. The road will be 25 miles long, and the necessary land is estimated to cost £50,000. The Ministry of Transport is contributing £25,000 towards the cost.

Motor Cars Accompanying Passengers. — The railway companies announce that privately-owned motor cars accompanying passengers (irrespective of number) for return journeys will be charged one-third less than the ordinary rates for motor cars at owner's risk or company's risk, fractions of 3d. being reckoned as 3d. Passengers must produce their tickets for the return journey before the motor car is accepted for conveyance, and the car must be booked through to the destination shown on the passenger's ticket, break of journey not being allowed. The arrangement does not apply to journeys wholly by sea and is not applicable to motor cars accompanying passengers to and from shows or exhibitions.

Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—With the advent of the holiday season trade in the Midlands generally shows a falling off, except in the motor car and motor cycle factories where the demand continues and work is being carried on at high pressure in order to supply customers with vehicles for the holidays. Haulage contractors report a slight falling off in the demand for their services, but the char-a-banc folk have been kept very busy for several weeks now, and it has been impossible to obtain more than an odd vehicle or two at short notice.

A New Birmingham Bus.—A new double-decked bus with a covered top has been put on the streets of Birmingham by the Tramways Department. This vehicle is believed to be the first of its kind in the country. Its passenger carrying capacity is fifty-two persons, the same as the present double-deck open-top vehicles used by the Corporation. The vehicle has been built to the design of the Tramways Department and is mounted on an A.E.C. chassis. Tests have been made with regard to the centre of gravity of the vehicle and this has been found to be quite satisfactory and safe. The body is lower than that of the standard buses used hitherto and the wheel base wider, so that there is no danger of the bus being top heavy.

Hill Street-Navigation Street Problem.—The problem of the traffic conditions at the junction of Hill Street and Navigation Street, Birmingham, where the experiment of one-way traffic was recently tried, but was abandoned after a short time, is again receiving attention, and the matter was recently mentioned at a meeting of the Birmingham Watch Committee. There have, within a short period, been ten accidents near this point, in three of which tramcars were involved. The present system of control will have to be altered and more than one policeman employed if traffic is to flow freely at this point.

Birmingham-Coventry Road Widening. — Another scheme of road improvement was presented to the Warwickshire County Council at its last meeting, this being the widening of the Birmingham-Coventry Road to a uniform width of at least 60 feet, with a 30-foot carriageway. There is no doubt that the widening of this important road is long overdue. It is understood that if the Ministry of Transport would provide 75 per cent. of the money required for this scheme and for the new Coventry by-pass road, the County Council would be prepared to find the remainder.

Potteries Omnibus Licences.—The vexed question of motor omnibus and char-a-banc licences in the Potteries was under discussion recently, and licences were issued to the owners of over two hundred vehicles on sixty Potteries routes. The Watch Committee decided that no licences be granted or renewed in respect of vehicles failing to comply with the regulations by July 31st, and one effect of this resolution would be that after the end of July no omnibus with a seating capacity of less than eighteen would be licensed. The licences issued were for three months only, and at the expiration of that period a sub-committee will report to the Watch Committee upon the question of time tables, fares and tickets.

Proposed Worcester to Broome Light Railway.—At a meeting of the Worcester Watch Committee recently, the Town Clerk read a letter from the Ministry of Transport on the subject of the proposed Worcester to Broome light railway. The Minister of Transport having pointed out that an enquiry had been held in Worcester in respect of an application for an order to construct this railway, stated that, after careful consideration of the case, he was not satisfied that there was sufficient prospect of the promoters being in a position to construct the proposed light railway, as to justify him in making an order. Consideration of the application would, therefore, be deferred, but the Minister would be prepared to give further consideration to the matter if the promoters should be in a position within a reasonable time, to show that a material alteration in circumstances had occurred. The promoters had been informed accordingly. Reference was made to this proposed light railway in these notes some time ago, and at the time doubt was thrown on the advisability of constructing such a railway in preference to employing road transport. At the enquiry held by the Ministry of Transport, it was stated that the railway would cost £270,000, and that it would open up a large tract of country in Worcestershire which would be of advantage to agriculturists.

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Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Traffic Regulation. — Traffic conditions in the West Riding towns of Leeds, Bradford and Halifax are engaging the attention of the powers that be and there seems every prospect that as early as possible some restrictions will be placed upon road users. Halifax has come off second best, however, in conflict with the London and Provincial Omnibus Company before a House of Commons Committee which has been considering a Bill presented to Parliament by the Halifax Corporation. The Bill had many provisions, but the principal one affecting road transport was one for regulating traffic and providing that where buses were licensed the Corporation should be able to prescribe the route the vehicles should follow on the plea that the Corporation desired the streets to be as reasonably safe as possible. It was pointed out that in Halifax there were special circumstances owing to the narrowness and steepness of the streets, and it was stated that a census of four important thoroughfares over a period of seven days showed that 25,754 vehicles passed, giving an average of 375 per hour. In spite of this plea, however, the Committee struck out the traffic clauses asked for.

Bradford's Position.—The Bradford City Council has set up a committee to consider traffic matters, and here again the position is very complicated as there are many cross streets and many steep gradients in the city, while during recent years there has been a big increase in heavy motor vehicle traffic. Bradford does, in fact, claim to be one of the heaviest trafficked cities in the provinces. Figures show that since 1921 the mechanically-propelled traffic in Bradford has increased by 79 per cent., and a particularly difficult point is in Forster Square, where the principal city streets converge, and where there is a great deal of pedestrian traffic as it is necessary for anyone going into the principal railway station to cross the Square. Here it was that only a month or two ago a sub-way under the road for pedestrian traffic was proposed, but the proposal was severely criticised. Tramway traffic does much to disorganise all other forms of traffic and complaint has been made that motor traffic breaks through waiting crowds. The suggestion that the crowds ought not to be there would, perhaps, not meet with much consideration from members of an authority running the tramway service, but at all events this matter ought to be brought before the members of the special committee which has been appointed to report on the matter.

Personal.—Changes are reported in the Leeds office of the Transport and General Workers' Union consequent upon the departure of Mr. Harold E. Clay, the Leeds area secretary, who is taking up the position of national organiser to the passenger services group of the Union in London. Mr. Clay was well-known in transport circles and, in addition, was chairman of the Leeds Trades Council, and a member of the Leeds City Council. Formerly he was in the employ of the Leeds Tramways Department. Mr. E. H. Maun, who is well-known in connection with negotiations between employers and employed in the transport industry, will take Mr. Clay's position in Leeds.

In the Courts.—A case was heard in the Kings' Bench Division at the end of July, in which the question was raised whether Alderman Braithwaite, of Leeds, was disqualified from acting in his office as Alderman by reason of the fact that at the time he so acted companies of which he was a shareholder, ex-director or managing director held running and effective contracts with the Corporation. Among other companies Alderman Braithwaite was a director of Haulage (Leeds), Ltd., which had a contract for the haulage of timber and other materials with the corporation. The Act states that a person was disqualified from being elected and from being a councillor if and when he had directly or indirectly any share or interest in any contract or employment with, by, or on behalf of the Council, but there is a clause protecting the shareholder in a company. On behalf of Alderman Braithwaite this clause was relied upon, but it was pointed out that he was not in the position of an ordinary shareholder, being managing director of some of the companies. Mr. Justice Bailhache, in giving judgment against Alderman Braithwaite, held that the Legislature gave exemption to a shareholder, but the defendant as managing director was not protected. It is understood an appeal is being lodged against the judgment.

Tractor Trials.—The Society of Motor Manufacturers and Traders, Ltd., announce that owing to lack of support they have decided to abandon the tractor trials.

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

River Trent Bridge.—The widening of the Bridge joining Nottingham and West Bridgford is being pushed forward and will, when finished, be of valuable assistance in meeting the requirements of increased road traffic. A further new bridge at Gunthorpe, Notts, has been approved by the Ministry of Transport at an estimated cost of £90,000, and certain grants will be made if the work is commenced during the coming financial year. The Notts County Council, at a meeting held on July 29th, unanimously agreed to proceed with the work during the current year. Col. Sir Lancelot Rolleston made an interesting announcement at the meeting to the effect that the negotiations with the Firbeck Colliery Co., with regard to the damage caused to the Worksop Balby main road owing to extraordinary traffic had concluded satisfactorily, the Company having made a payment to the Council of £500, representing the cost of making good the damage.

Nottingham C.M.U.A. Parade. — A very successful parade was organised by the East Midlands Division of the C.M.U.A., on Saturday, July 19th last. There were large entries, and over fifty vehicles from two firms alone were on parade. The judging was conducted in a very businesslike manner and increased notice was taken of engines, steering, and brakes. Awarding points for small vehicles specially prepared for the competition was a thing the judges honestly endeavoured to avoid, which arrangement should be an incentive to those contractors who are in a small way of business to compete another year.

North Midland Road Transport Joint Board.—The cost of living having fallen 5 points, a reduction in the minimum standard rates of weekly wages will take place on the first pay day in August, 1924, in the case of employees 18 years of age and over, 1/- per week, and in the case of youths under 18 years, 6d. per week.

Chamber of Commerce Motor Haulage Trade Section.—Mr. E. Treadwell, chairman, presented the following report at the monthly meeting of the Council. *Industrial Councils Bill.* This Bill referred to in the last report to the Council has now passed its second reading. The Bill has received the support of the North Midland Road Transport Joint Board with the proviso that future Provincial or Area Councils shall have full powers to act for the area for which they may be appointed. The Joint Board feels that such a proviso would tend to enforce the payment of the standard rate of wages in each district. At present there is no means of compelling the payment of the standard rate of wages and there is little doubt that some employers are taking advantage of this fact. A revised Schedule of the minimum standard rate has been issued by the Joint Board and a copy has been supplied to every member of the Section.

Road Traffic Bill. The National Federation reports that it is pressing the Government to introduce legislation at the earliest possible moment embodying the recommendations of the Departmental Committee on the taxation and regulation of road vehicles contained in the second interim report. This is the result of a deputation from the road transport interests in Lancashire to a committee of Lancashire M.P.'s which pointed out the great difficulties under which motor users were conducting their operations, particularly with regard to axle weights, speed limits, police timing, multiple summonses, excessive fines, etc.

Furniture Removing News. — Nottingham Removal Contractors have not arrived at any system of regulating local rates for removal work, consequently the trade is being penalised in more ways than one. Jealousy, perhaps, has something to do with this state of affairs. It is really time a meeting of the Association was held with a view to clearing away difficulties, and to endeavour to restore confidence.

Sheffield as a Tourist Centre.—We have received from Mr. Joseph Gibbins, Managing Director of Joseph Tomlinson & Sons, Ltd., Sheffield, and Chairman of the Sheffield Branch of the Commercial Motor Users' Association, a copy of an interesting and well-produced book of which he is the author, describing the attractions of Sheffield as a tourist centre. As Mr. Gibbins points out in the preface Sheffield as a steel or cutlery centre is a description which will not be scorned by anyone, but as a tourist centre it may be derided by Southerners. Those who obtain a copy of this book, which is published at 1/-, by E. Weston & Sons, Sheffield, will quickly learn of the immense resources of the area, of which Sheffield is the capital, as a very important tourist centre.

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South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Hackney Carriages at Swansea.—John Thomas, garage proprietor, Angel Street, Swansea, was summoned recently for permitting a hackney carriage to ply in the borough without the necessary licence. His son, Ivor Thomas, the driver, was summoned for aiding and abetting, and making an illegal charge. The evidence was that a plain clothes policeman was driven from the garage to High Street Station, and charged 3/-. The fare under the Hackney carriages scale was 10d. For the defence it was contended that the car did not ply for hire but was a private car hired from a private garage and therefore immune from district ply for hire licence. The charge was one justified for a privately hired vehicle. Inspector Thorne, Hackney Carriages Inspector, pointed out that under the extraordinary statutory powers devolved on the Swansea Corporation garages were on the same footing in the matter of ply-for-hire as street stands, and the scale of charges applying was the same, to wit, 1/- per mile. A fine of 10/- was imposed in each case.

A Large Contract Order.—It is understood that Messrs. Jeffreys & Co., Ltd., brass founders and engineers, of Wassail Square Garage, Swansea, have placed a very large order for chassis for heavy motor vehicles, buses and coaches, with light type vehicles, with Messrs. W. and G. Du Cros. The contract involves £40,000. The same firm, since Easter, has acquired over twenty vehicle chassis independent of those now ordered.

Coaching Trade Position. — When spoken to on the subject of the demand for coaches proprietors in the area express general satisfaction with the bookings for advertised tours.

Haulage Trade.—A prominent Cardiff motor haulage contractor states that trade is better than for some months past, and is likely to further improve. The increase in the coastal shipping trade was one of the factors he touched upon as likely to improve trade.

Parking of Vehicles.—The Aberystwyth Town Council has adopted recommendations that Station Road and Smithfield Square be preserved during the months June-September, inclusive, as parking sites for vehicles and that charges be made as follows: Buses and chars-a-banc, 1/6d. per day; motor cars, 1/- per day, motor cycle combinations, 9d. per day; motor cycles, 6d. per day. The Council is to appoint a full-time caretaker for the vehicle parks. As against this procedure the Abergavenny Town Council has declined to adopt a committee recommendation to make a charge for vehicles parking at allotted sites on the ground that it would be detrimental to ratepayer-garage proprietors.

What Constitutes a Bye-Law.—The High Court is to be asked to state what proceeding is necessary to make local councils bye-laws anent hackney carriages valid in law. It is contended that except where a local authority has some specially devolved powers from Parliament or make bye-laws in conformity to some generally applicable Parliamentary Act specifying the council's powers, bye-laws, as at present generally issued, are not valid in law. This point was put forward by Mr. H. Richards, solicitor, Cardiff, who appeared before the Merthyr Stipendiary Magistrate at Abercynon Police Court to defend Messrs. W. Gough, E. J. Price and A. Wilkins, motor omnibus proprietors, Aberdare Valley, who were summoned under the bye-laws of the Mountain Ash U.D.C. for carrying passengers in excess number to that permitted by the bye-laws.

Mr. Richards contended that although the bye-laws bore the seal of the Ministry of Health they were not valid in law in that no special or general Parliamentary authority was conformed to by their framing and no local authority holds inherent powers of framing bye-laws. The Ministry seal was no legal warrant for the framing of the bye-laws although it might mean that the Ministry would agree to the suitability of such bye-laws was anterior right to frame possessed by the local authority.

Mr. A. Pincombe, clerk to the U.D.C., submitted that the sealing of the bye-laws by the Ministry was warrant for the legality of the act of framing.

The Stipendiary said that for the purpose of the cases in hand he would admit as evidence the adduction of the bye-laws.

After hearing of evidence all the defendants were penalised.

Mr. Richards gave notice of appeal.

A New Service. — Messrs. Jones Bros., Aberystwyth, garage proprietors, have been licensed by the Aberystwyth T.C. to run bus services between Aberystwyth and Rhayader, via the old coach road through Cwmystwyth.

North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions.—Whilst the national stoppage in the building trades has not, to date, been reflected to any very serious degree in the general haulage trade of the North East Coast district, business is falling off to a marked degree, this being attributed in the main to depression in the coal industry, which is, of course, one of the leading industries of the area, and therefore affects haulage matters very directly. The consumption of foodstuffs is smaller, and this naturally reduces carrying business materially.

Removals.—This side is still extremely quiet, owing to the shortage of houses, whilst the surplus of rolling stock over demand makes business very difficult to obtain.

A New Bus. — A new type of road passenger vehicle calculated to lead to drastic changes in the passenger transport industry, has been patented by Mr. J. B. Parker, general manager and engineer to the Teeside Railless Traction Board, of South Bank, near Middlesbrough. This bus combines the advantages of a railless car and an ordinary petrol electric vehicle, and seems likely to provide a key to the solution of the vexed question as to how trackless systems can be extended into country districts without entailing heavy capital expenditure on overhead installations. Simplicity of control is a feature of the vehicle, and it removes the chief drawback which the trolley bus shares with the tramcar, namely, that it is restricted to routes where it can derive its power from overhead equipment. Whilst working in wired up districts, the new bus is able to run at a most economical rate, for it is a fairly generally accepted fact that this is the cheapest mode of locomotion, whilst beyond the termini it can travel with all the freedom of route and practically unlimited range of an ordinary motor bus by generating its own current. The vehicle has been constructed by Messrs. Tilling Stevens Motors, Ltd., of Maidstone, and has proved extremely satisfactory on trial runs, and under exhaustive test conditions, a feature from the standpoint of the general public being the smoothness of running.

Modern Fire-Fighting Facilities Wanted.—The Bedale Branch of the National Farmers' Union, with a view to securing more adequate protection for their premises and the extensive crops which are stored on farmsteads at various periods of the year, are making strong representation to the local Rural District Council, to purchase a modern motor fire engine. This demand from agriculturalists is an urgent one, and the authority, appreciating the necessity for adequate protection, is appointing a committee to review the whole question.

A Coaching Rate War. — Never at any time since the advent of the motor coach into the district has rate cutting been entirely absent, the intensity of competition, and the extent of the "cuts" in fares having, of course, varied in different seasons, in accordance with the amount of business available. The root of the trouble appears to be that there is a surplus of coaches over demand, for it is an undeniable fact that, except for holidays, sufficient bookings cannot be secured by all owners to allow of successful balance sheets being presented at the end of the season. Numbers of small men have, each season, entered the coaching ranks, and in many cases obtained their vehicles on the hire purchase system, and in the majority of instances they have been literally obliged to operate at any figure in order to meet the regular and heavy demands made upon them for repayments. The result is the inevitable one that a charge sufficient to allow of a fair margin of profit, and at the same time for proper maintenance of stock, could not be adhered to, and as a consequence vehicles have deteriorated, and coaching has suffered from the appearance of dilapidated and in some cases unsafe, coaches. Further, in order to keep their heads above water, other proprietors have been forced, much against their will to follow suit and reduce their charges. The whole trouble is that once such a rate war commences, however slight it may be at the start, there is no knowing where it will terminate, for once prices start on the downward sweep, they often proceed far beyond the line of discretion, and in the end tours are being offered at rates which cannot possibly meet running and overhead expenses, and are merely being run out of a spirit of retaliation as often as not. The present experience of rate "cutting" is not at the moment a serious one so far as reductions are concerned, the more alarming factor being that already prices are absolutely at rock bottom, and the odd sixpence or one shilling per head reduction is often just sufficient to make all the difference between successful operation and otherwise.

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Hull Notes.

FROM OUR OWN CORRESPONDENT.

Ministry of Transport Inquiry. — In a recent issue reference was made to an inquiry that the Ministry of Transport had ordered into complaints by certain motor bus owners in Hull of the refusal of the Watch Committee to grant them licences for additional vehicles and for new routes which they contemplated opening up. The inquiry has now been held but it is impossible to say much about it as the Inspector insisted upon it being strictly private and all but those who were immediately concerned were excluded. The bus owners put forward their proposals and the Town Clerk stated the objections of the authority. Briefly it is this, that the roads of the city are already congested with traffic and that Paragon Square, which is the terminus, is so crowded that no further vehicles can be accommodated. What it is thought the Corporation would like is that the motor buses serving the surrounding country districts should not come into the city at all, but should make the various tramway termini their stopping and starting points. At the conclusion of the inquiry the Inspector promised to report to the Ministry. Their decision has not yet been received.

£600,000 Road Scheme.—The East Riding of Yorkshire County Council have adopted a scheme under which in the next three years they will spend £600,000 in reconstructing and making suitable for modern transport, the 200 miles of main roads under their jurisdiction. Mayor Carver, who introduced the scheme on behalf of the Highways Committee, told the Council that in order to meet modern requirements they must do away with water-bound roads. The kind of road they would lay would be like a five miles stretch on the York-Hull road which was tarmacadam; and although laid in 1919 was as good as ever to-day. As far as possible they would widen the roads to the extent of 21 feet, cut away dangerous corners, and construct diversions of the roads where necessary. The scheme had the support of the Ministry of Transport. Except for one member who advised the Council to "go slow," and another, who is fearful lest the agricultural labourers in the district might leave the farms to work on the roads; no criticism was forthcoming.

An Archdeacon's Criticisms.—Archdeacon Lambert has drawn the attention of the East Riding County Council to what he called the increasing menace of careless and reckless motor drivers. He said there was an absolute lack of common courtesy and manners. It may be taken, we think, that the Archdeacon in making these strictures had in his mind motorists, and not the drivers of commercial vehicles.

Trade Good.—Furniture removers and bus and char-a-banc owners alike report that business is good.

Penalties on Haulage Contractor.—Penalties aggregating £25/9/8d. were imposed at the Hull Police Court on August 1st, upon Arthur Audsley, a haulage contractor, against whom nine summonses were heard for failing to stamp health and unemployment insurance cards. Mr. Edgar Holmes, who prosecuted, said that since November last four men had been employed by the defendant, and in no instance had their cards been stamped. The defendant had been given every opportunity to pay the arrears but had not done so. Two of the men had had considerable difficulty in obtaining benefit at the Labour Exchange because they were unable to produce properly stamped cards. The defendant pleaded that he had not had the money to pay. The Bench inflicted a fine of two guineas on each of the nine summonses in addition to ordering the payment of the amount involved, £6/9/8d.

Openings for British Firms in Bulgaria. — Dealing with the question of transport in Bulgaria, in a report on commerce and industry in that country, Mr. C. B. P. Peake, Commercial Secretary, British Legation, Sofia, remarks that Bulgarian roads are generally bad. The usual method of transport, he states, is the ox-cart, but since the war motor transport has made a small but steady headway, and there are now some 900 touring cars and 400 lorries in the country. There is a demand for a cheap touring car, capable of holding six people, and which shall be strong enough to stand up to the road conditions. "At present," Mr. Peake adds, "there are not more than half a dozen British cars in Bulgaria. As, however, old motor stock which came into private ownership on the conclusion of the war becomes worn out, there will be a steady demand for replacements, and British firms which could compete in price with popular Continental makes would find an opening in this country."

Law Cases.

ORDERING MOTOR CARS BY TELEPHONE.

Judge Snagge gave an important decision in the Bow County Court recently, with reference to the hiring of motor cars, over the telephone. The plaintiffs in the action were Messrs. Lambs, Ltd., motor car hirers, of Hoe Street, Walthamstow, and the defendant was Mr. Sturgess, of 14 Tenby Road, Walthamstow, the claim being for £9/15/0, £7/10/0 for one car, and £2/5/0, the balance on another.

Mr. Armstrong appeared as counsel for the plaintiffs, and said the claim arose over the hiring of two cars, on two separate occasions, one on July 6th, 1923, and the other on August 21st. The Hiring Manager of the plaintiffs received a telephone message, asking for a motor car to be sent to the "Brewery Tap," Walthamstow, the call being in the name of "Sturgess." He sent his driver with a car, and on his arrival, he found a party of five, including Sturgess. They all got into the car and proceeded to Leyton, and from there to Harlow, followed by Thurlow, where they stayed until daylight the next morning, when they proceeded to Newmarket and watched the early morning gallops of the horses on the Heath. Then the start was made back, and they did not arrive home until very late at night.

Francis Bickerstaffe, the driver of the car, said that from Newmarket to London, the party called at every public house on the road. He then asked them for £7/10/0, when they requested to be driven to Southend, but he refused, and Sturgess thereupon told him to call next morning for the money. He tried to find him a number of times, but could not, and finally, when he did, the defendant said he was not liable as he was only the guest on a joy ride, and that one of the party, he did not know who, should pay for the car. The defendant added, however, that he was quite willing to pay for his share.

At this stage, the defendant said that had been his attitude from the start. He never ordered the car, and certainly never telephoned for it, as he had never telephoned in his life, and did not know how to. He had told Lambs, Ltd., that he would pay his share, but that somebody else ought to pay for the car.

Bickerstaffe (the driver) then referred to the second car, and said that on that occasion it was ordered on the telephone, and he drove a party, including Sturgess, to Theydon Bois, where they remained the whole afternoon and evening, until closing time, 11 o'clock. He had only received 15s. on account for the job, so asked for a further 25s. waiting money, but they got him into the car and ordered him to drive home. He took them as far as Epping, where he got in touch with the police, and they were conducted to Epping Town Police Station, for the purposes of their names and addresses being taken, and verified, and he proceeded home alone.

The defendant said he did not dispute the order for the second car, but objected to paying the waiting money.

In giving judgment, Judge Snagge said that he thought it necessary to get confirmation of an order over the telephone, as the mere fact that a car was ordered in the name of Sturgess did not prove that Sturgess actually ordered, and although he happened to be one of the party who went on the ride, that might easily be simply coincidental. He thought it was for the plaintiffs to prove their claim that the defendant ordered the car, and this, he did not think they had done. The defendant, however, said he was quite willing to pay his share of the first car, and therefore, he should award the plaintiffs 30s. on their claim for that, the fifth of the party, and as to the second car, he considered the plaintiffs succeeded and he should give a verdict for them in all for £2/15/0 and costs. He added that he considered the party had acted very dishonestly in the matter.

RETAILING PETROLEUM.

A case of first importance to mechanical vehicle users in the ready delivery from vehicle, upon order, type of business, was heard recently by the Swansea Stipendiary Magistrate (Sir Edward Morley Samson, K.C.), who, after a period of reserved decision, has now delivered an important judgment thereon. The case was described as being a "test" case, one without precedent, and involving a question of great moment to many hundreds of firms in the country as to whether in such business it was necessary to take out a hawker's licence.

The Anglo-American Oil Co., Ltd., were defendants to a summons for retailing petroleum without the proper hawker's licence, they being persons authorised to keep petroleum under the Petroleum Act, 1871. Henry Fisher, driver of the defendants' motor van, was summoned as accessory to the alleged improper sale.

Counsel for the prosecution said the issue was, did a motor vehicle used in the manner defendants used theirs obviate the necessity in law of taking out a hawker's licence under the Hawkers' Act, 1888? The prosecution contended that defendants were liable to a £10 fine. The evidence would show

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that tradespeople were called upon by the driver of the motor van who asked how much petrol they required and delivered the specified quantity from the van. This constituted hawking. When the driver was asked by a police constable if he had a hawker's licence he replied, "No! I have done this for 14 years and have never been asked such a question before." Counsel proceeded to deal with the Acts of Parliament defining hawker. A hawker, according to the 1888 Act, was a person travelling from place to place for business and one whose method of transportation was by "horse or other beast of burden." The question was whether the use of a motor vehicle could not be counted as equivalent to and the same thing as "a horse or beast of burden."

For the defence counsel said it was never intended that large trusts should have to take out hawker's licences. Many thousands of such licences would have to be taken out if the case was made out. It would be against public policy and interest in that the method adopted by ready supply firms was not a hawking solicitation but an added public and trade facility for quick supply. Counsel contended that the statutes wording anent "a horse or other beast of burden" being the motive power of a hawker's vehicle must be literally construed and that a note, referred to by the prosecution, addended to the sections of Stone's Justices Manual seeming to advise that a mechanical vehicle was equivalent to a horse must not be followed, had no status by precedent and must not supersede the Act of Parliament.

The Stipendiary, in delivering judgment, said: "I find as fact that there had been a sale of petrol from the van by the defendant company's servant, H. Fisher, and that defendant company does not usually reside or carry on business at this place and that the defendants had no such licence as was alleged by the prosecution to be necessary. The question of law to be determined is whether upon this evidence there remains any obligation upon the defendants to hold a licence. I am of the opinion that there is no such obligation and that no offence has been committed." The Stipendiary, continuing, said he did not accept the argument of the defence that the effect of the Petroleum Act, 1871, and Petroleum Hawkers' Act, 1881, precluded the effect of the Hawkers' Act, 1888. On the contrary the first section of the 1881 Act expressed that the right to hawk petroleum in force of the Act was subject to enactments for the time being in force with regard to hawkers. Such licences, however, were only required of persons coming within the definition of hawker in Section 2 of the Act. "There are two distinct classes of persons enumerated in the definition of hawker. First, persons who travel with horse or other beast of burden or bearing and go from place to place and to other men's houses to sell or expose for sale goods. The defendants used motor transport for their sales and were not within this class. It might be said that had the development of motor transport been foreseen that method of bearing burden would have been included in the definition. The second class was the person who travelled by any means to any place in which he did not usually reside and there sold or offered for sale goods at any house, shop, room, booth, stall, or any other place hired or used by him for the purpose. There was a marked difference between the two classes and unless he could find that the defendant company had hired a man's house at which the sale took place for the purpose they did not come within this class."

He had, concluded his worship, no doubt that the company did not hire a house for the purpose of sale. The motor lorry was used. It was true that the lorry stood in the street but not so as to make the lorry or the street or the pavement a place of sale within the meaning of the Act. In addition, the sections being penal must be construed literally. He found that in strict construction of the statutes no offence had been committed and the case would be dismissed.

ALLEGED SHORT DELIVERY OF BLANKETS.

In the Mayor's and City of London Court, before Judge Shewell Cooper, a claim was made by Mr. George W. Grace, trading as the Lion Cartage Co., Spa Road, Bermondsey, against Mr. N. Bell, 88 Leadenhall Street, E.C., for £7/9/0 in respect of cartage charges. Defendant raised a counter-claim for £10 the value of 10 bundles of blankets, 10 blankets in a bundle at 2/- each, short delivered. Mr. Sidebottom was counsel for the plaintiff, and Mr. Ainsley represented the defendant. Counsel for the plaintiff said the allegation was that the blankets counter-claimed for had been lost or stolen while being carted by the plaintiff's servants from the London Midland and Scottish railway station at Poplar, to Hackney. Plaintiff was a road transport and bonded contractor and defendant was a person who bought Government surplus stores. Plaintiff had been previously employed by defendant to do cartage work. The plaintiff's claim consisted of an item of £4/13/0 over which there was no dispute, and £2/16/0 charged for the carriage of blankets over which the dispute arose. In March last plaintiff quoted defendant, in reply to a telephone message for the transport of 260 bundles of Army blankets, from L.M.S. station at Poplar, to Messrs. Bears' premises, Printing House Square, Hackney, at £2/16/0, which was accepted. Plaintiff sent a lorry and trailer to the station and his men received the 260 bundles which were carefully checked. Upon delivery of the blankets at Messrs. Bears' premises plaintiff's men were said to have delivered 10 bundles short. Although plaintiff's men asked for a recount it was refused on the ground of impossibility. For the plaintiff, Mr. T. B. Markwith, the driver of the lorry, and William Verral, his mate, were called to prove that the number of blankets received by them had been delivered to Messrs. Bear Bros., at Hackney. After the unloading was finished it was said that 10 bundles were short delivered and when a recount was asked for it was said to be impossible. For the defence evidence was given by witnesses employed by Messrs. Bear Bros., who said that the bundles of blankets were carefully checked from the lorry and trailer and were found to be 10 short of the number they should have received. A recount was offered but plaintiff's men refused because it was late and they suggested that the parties should settle the matter amongst themselves. Judge Shewell Cooper, in giving judgment, said in considering the evidence he was of opinion that the probability of error was more likely to be on the side of the defendant. Although defendant's witnesses were said to be independent they were interested to the extent that they desired to show that they did their work properly. He accepted the evidence of the plaintiff's witnesses as being more reliable and gave judgment for the plaintiff for the amount claimed with costs.

INADEQUATE BRAKE.

Charles Ford, an employee of the Manchester Corporation, was summoned at the Eccles Police Court, it being alleged that the hand-brake of his lorry was insufficient when tested by a constable in Patricroft, but this was denied.

The defendant's solicitor said it was a very serious matter if a conviction was made. A large staff was employed to attend to such matters.

It was pleaded that a little oil had got on the brake block which was found when examined by a Corporation mechanic to be effective the next day.

The Bench imposed a fine of ten shillings.

OBSOLETE BYE-LAWS.

The Neath borough magistrates have given their reserved decision on the novel point in cases which came before the court recently.

David Williams, John Williams, Wm. Ware, and Archie Mitchell, motor bus proprietors, of Neath, were summoned for carrying a greater number of passengers than allowed by licence, and Mr. Sam Shipton, who defended, contended that the bye-laws under which the summonses were brought did not apply to motor vehicles at present. He submitted that the bye-laws were drawn up for horse vehicles only and in order to prevent cruelty by overloading.

The chairman said that on the particular facts of the cases before the Bench they found no offence had been committed under the bye-laws, and the cases would therefore, be dismissed.

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Thos. Meadows & Co.
Northern Transport Agency (London), Ltd.
Henry Johnson, Sons & Co.
Downing's Express
The American Express Co.
The Oceanic Transit Co.
Hernu Peron & Co.
Arbuckle, Smith & Co.
Chas. Atkins & Nisbet, Ltd.
Watson & Scull
Woollett, Airey & Co.
World Transport Agency, Ltd.
Dominion Express Co.

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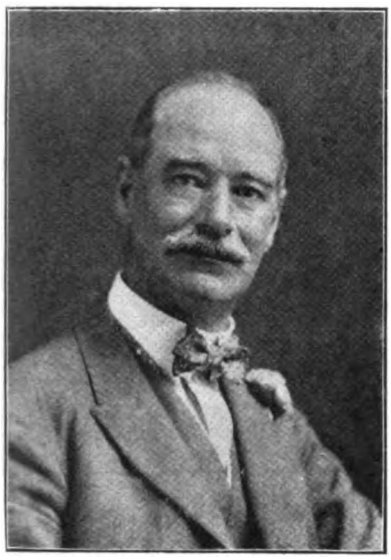
In the Motor Industry.

Mr. Frank W. Shorland.—It is interesting to record that Mr. Frank W. Shorland, who was formerly Managing Director of Clement-Talbot, Ltd., has returned to this firm as the Commercial and General Sales Manager. Mr. Frank Shorland made a great name as a racing cyclist prior to motoring days, and like many others he gravitated from the cycle industry to the motor industry in its earliest days. His many friends will join with us in wishing him success and prosperity in his new position.



FRANK W. SHORLAND, ESQ.

Mr. P. H. Basson.—We are interested to report that Mr. P. H. Basson has rejoined the Leyland and Birmingham Rubber Co., Ltd., as Sales Manager of their Solid Tyre Department. Mr. Basson is well known throughout the motor industry and has specialised in motor tyres for many years past. He will be pleased to welcome any of his business acquaintances and friends at the London office of the Company — 24/30 Duke Street, Aldgate, E.C. Mr. Basson's experience is not confined to tyres but covers considerable practical and technical knowledge of commercial motor vehicles and their requirements and he has also written many articles regarding mechanical traction for the motor press. He is therefore a man who speaks from long practical knowledge of the subject and should be able to be of service in this connection.

W. H. CRUMP, ESQ.

A New Terry Representative.—Mr. W. H. Crump, whose photograph we reproduce, is the new Irish representative of Herbert Terry & Sons, Ltd., Redditch. Mr. Crump, who is now on his ground in the Irish Free State with a full range of Terry's well-known specialities, has been connected with the cycle and motorcycle trade since 1895, and was a successful racing cyclist for some years. On the business side he has had a very wide experience and this experience he will place unreservedly at the service of customers of the firm.

Balloon Tyres.—Much has been heard of late with regard to balloon tyres for motor vehicles. Although these tyres are used at present almost exclusively on touring cars their development, will nevertheless, be watched with much interest by commercial motor users. They provide smoother running over rough roads and there is a corresponding saving in the upkeep of the chassis and a distinct advantage when fragile articles are to be carried likely to suffer from vibration. Our own experience of balloon tyres is somewhat limited, but judging from demonstrations we have observed we conclude that the road adherence is superior to that provided by the ordinary high pressure tyre and there is a corresponding freedom from skidding. It is also claimed, we believe, that the life of the balloon tyre is longer than that of the ordinary tyre but for this we cannot vouch; that the balloon provides more comfortable riding is a fact but the economic value is yet to be definitely proved. With reference to this type of tyre we have received a copy of the "Tire Trade News," published by the Miller Rubber Co., of New York, makers of the well-known Miller tyres, and copies may be had by application to Industrial Rubber Products, Ltd., 191-192 Tottenham Court Road, London, W.1.

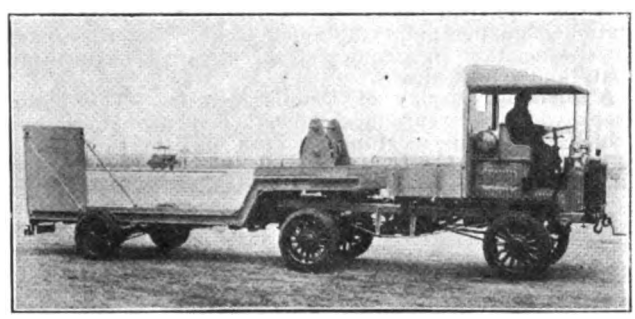
Motor Notes.

The Star Catalogue.—The Star Engineering Co., Ltd., Star Works, Frederick Street, Wolverhampton, have published a new catalogue which covers the entire range of their manufactures, including full particulars of the 20-25-cwt., 30-40-cwt., and 50-60-cwt. commercial chassis, also the Star commercial vehicle body work, tipping gear, etc. The catalogue is printed on art paper and is well illustrated.

A Karrier for Huddersfield.—The Huddersfield Corporation have recently placed a repeat order with Karrier Motors, Ltd., for a one-man operated bus as illustrated. The machine is one of a large fleet and is of pleasing appearance and mounted on an "H" type Karrier chassis.

A KARRIER "ONE MAN" BUS FOR THE HUDDERSFIELD CORPORATION.

An F.W.D. Cable Drum Trailer.—Our photograph shows a 10-ton cable drum trailer attached to a 4-ton F.W.D. chassis. The trailer is equipped with a double purpose hand-operated winch for loading and unloading and also a hinged tail-gate. The height of the loading platform is 2 ft. 3 in. from the ground and the equipment throughout is built for the handling of cable drums or heavy machinery. The trailer is so designed that it can be removed from the vehicle and standard lorry body replaced when the drum trailer is not required.



THE F.W.D. 6-WHEEL CABLE LORRY.

Lodge Plugs for Fords.—Lodge Plugs, Ltd., Rugby, are supplying a new type plug designed specially for the Ford car. It is fitted with an insulator of Lodge steatite which, we understand, is the result of many years experimental work in the Lodge laboratory. The special points about the plug are: (1) Its insulator has great mechanical strength; it is absolutely impervious to moisture and oil right through; and maintains its electrical efficiency unimpaired at high temperatures. (2) The plug is readily detachable for cleaning and easily reassembled in a perfectly gastight manner with ordinary tools. (3) All steel parts of the plug are zinc coated which prevents the screw threads rusting and "seizing" and enables a gastight joint to be made on the taper thread between plug and cylinder without subjecting the plug to abnormal strain. The retail price has been fixed at 4/-, while a long reach model is sold at 5/-.

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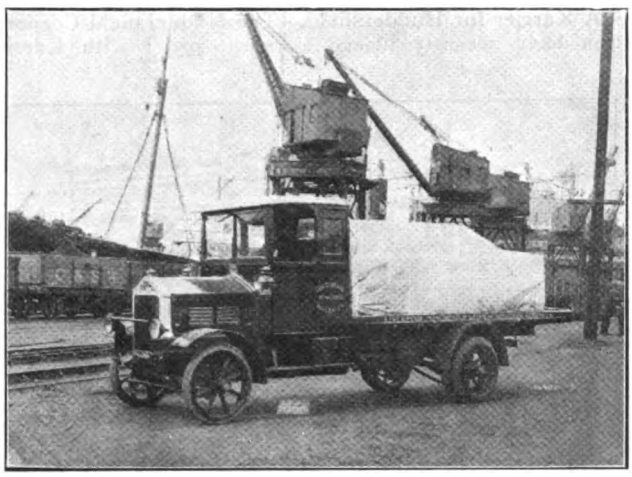
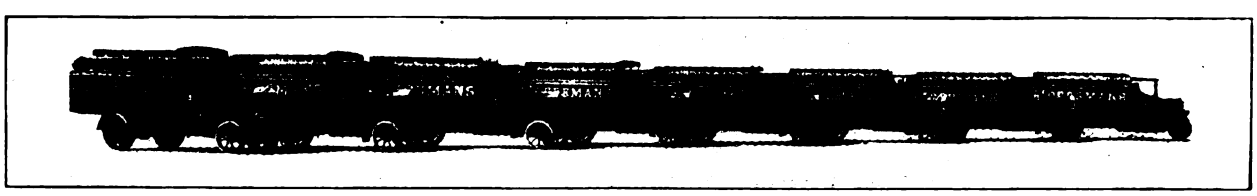
Albion Sales.—Messrs. Coast Lines, Ltd., have recently taken delivery of an Albion 4-ton lorry for service at their Inverness branch. They have also recently supplied a 24 h.p. 30-cwt. subsidy type vehicle to Messrs. Crane & Son, pianoforte manufacturers in Liverpool and London. This chassis is equipped with a handsome van body and the wheels are shod with giant pneumatic tyres. Messrs. Gordon & Gotch (Australia), Ltd., of Melbourne, the well-known wholesale distributors of newspapers, etc., have taken delivery of a 20-cwt. Albion van of special design. The body design is attractive and the complete vehicle is both neat and smart. The Anglo-American Oil Co. have an extensive fleet of Albion vehicles and have recently increased the number by purchasing two 32 h.p. three-ton composite wagons. Amongst other orders recently received is one to supply the Dunfermline Tramway Co., Ltd., with four latest type Albion 21-seater buses. The Lanarkshire Tramways Company have also recently taken delivery of a 24 h.p. 21-seater bus, and Messrs. Rowntree, the well-known chocolate makers have purchased a 25-cwt. Albion box van for use in the London district.



A 32-H.P. 4-TON ALBION LORRY SUPPLIED TO MESSRS. COAST LINES LTD., INVERNESS.

White Coats for A.A. Patrols. — In order to enable motorists more easily to observe and respond to signals given by the road patrols of the Automobile Association, stationed on point duty at much frequented cross-roads, the Association has equipped these patrols with white coats and white gloves.

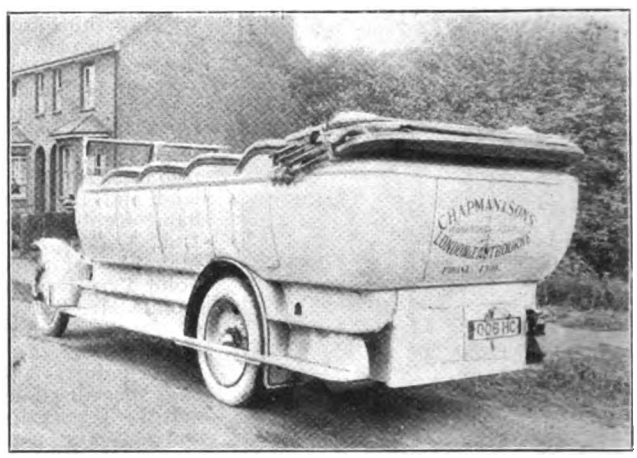
A Striking Display of Dennis Vehicles.—The photograph which we reproduce shows a fleet of eight Dennis vehicles belonging to Monsieur Francois Moeremans, beer merchant, of Brussels, which won the first prize and a Diploma of Honour at a Carnival organised in the Belgian capital by the Royal Philanthropic Club, "Le Gais Lurons," in aid of the Home for Orphans of those who fell in the great war. The Brussels papers, in reporting the Carnival, state that no other exhibitor confined the display to one make of machine, and added that, "the vehicles rivalled in elegance and neatness the bottles with which they were so artistically laden." The same fleet of Dennis vehicles also won the first prize in 1923.



A STRIKING DISPLAY OF DENNIS VEHICLES IN BRUSSELS.

Petrol Production.—An attractive folder illustrating and briefly describing the various stages in the production of "BP" petrol from the time the crude oil leaves the wells in Persia until the spirit is finally delivered to the motorist has just been issued by the British Petroleum Co., Ltd., from whom copies may be obtained on application to Britannic House, Moorgate, London, E.C.

Chapman's Purchase Dennis Coaches.—Our photograph shows a recent Dennis delivery to Messrs. Chapman & Sons, Eastbourne. This machine has a 20-seater bulbous-sided body of Dennis's own make and is fitted with a patent cape cart hood. It is mounted on a 30 h.p. pneumatic tyred motor coach chassis. The machine is designed for continental touring and has a roomy luggage compartment at the rear and the seats have been specially constructed to enable portmanteaux to be stowed beneath them. A spare wheel is carried in a locker under the body. Jeffery, Sons & Co., house furnishers and removal contractors, of Northampton, have recently purchased a 4-ton Dennis pantechnicon, mounted on the firm's latest 4-ton chassis. Amongst the distinctive features of this chassis may be mentioned the deep curve radiator which gives greatly increased cooling capacity, the large front wheels, the low loading platform and the extra deep frame. Brake shoes are of extra large diameter and a large under-shield is provided to protect all working parts from mud and grit.



CHAPMAN & SONS' LATEST 20-SEATER DENNIS COACH.

"Modern London." — Shell-Mex, Ltd., Shell Corner, Kingsway, W.C.2, have sent us a new brochure illustrating a selection of important London buildings in which fuel oil is being used. This publication is significant and striking evidence of the revolution which has been silently going on in our methods of steam and hot water supply and heating of modern buildings. The fact that new buildings like Bush House and Adelaide House have from the outset been designed for fuel oil is proof of the fact that amongst present-day engineers and architects coal is regarded as out-of-date for these purposes. There can be no doubt that the improvement in the atmosphere of London is largely due to this important development. This, however, is only one aspect of the question. The advantages attending the use of Mex Fuel Oil are set out in this book and the conclusion is reached that when these advantages are given their proper monetary value Mex Fuel Oil is found to be actually cheaper than coal.

Palatine Solid Tyres. — The Leyland & Birmingham Rubber Co., Ltd., Leyland, have sent us their latest retail price list for solid rubber band tyres. This firm supplies its tyres, if intended for use upon good public roads in the United Kingdom, with a guarantee of 15 months, or 12,000 miles service, whichever terminates first. The price list contains particulars of the guarantee and terms of sale. It also has some very useful information with regard to the care of tyres and gives a brief description of the Palatine super-tyre which is constructed specially for passenger vehicles and light vans.

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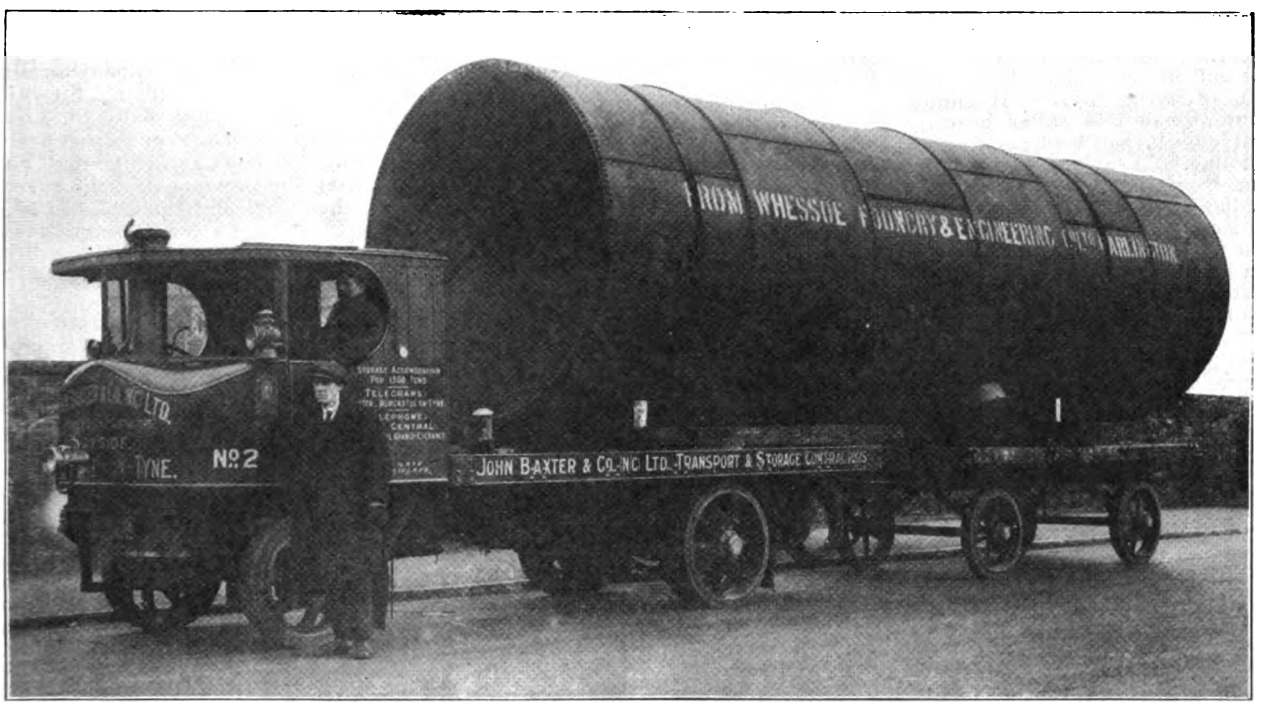
Orwell Electric Trucks.—Ransomes, Sims & Jefferies, Ltd., Engineers, Ipswich, have sent us their new catalogue describing and illustrating their electric industrial trucks. The Orwell electric industrial trucks are simple and robust in construction and may be run by unskilled labourers or girls who can be trained to handle them in a few hours. They are made in three standard types, that is: "C," "B," and "F." The "C" type is manufactured in 21 different models, the catalogue describes and illustrates each one of these models. They are suitable for all conditions of work in factories, railway and dock undertakings. On the back cover the Ransome electric runabout crane is fully described. This crane is made in three sizes to lift 7½, 15 and 20 cwt. This crane travels, turns, hoists and derricks under its own power and turns about its centre like a turntable. It can operate under conditions outside the capacity of other cranes such as confined places and tortuous passages and in and out of doorways of warehouses and workshops. The driver controls all motions of the crane from his seat and has the load always in view. The crane will negotiate and operate on gradients up to 1 in 10.

A Heavy Transport Job. — Our illustration shows a Super Sentinel Wagon and trailer engaged on a heavy transport job. The tank in question was one of twenty transported by Messrs. John Baxter & Co. (Newcastle), Ltd., Newcastle-on-Tyne, from Darlington to Blaydon-on-Tyne, a distance of approximately 40 miles each way. The tank is 32 ft. in length and 9 ft. in diameter and one tank was delivered each day by the same vehicle, both the wagon and trailer being fitted with special swivel bolsters. Messrs. John Baxter & Co. (Newcastle), Ltd., state that great credit was due to the driver as there were some very awkward corners to negotiate and in spite of this several of the tanks were delivered by 4 p.m. in the afternoon.



A 32-FT. BY 9-FT. TANK ON A SUPER-SENTINEL WAGON AND TRAILER BEING TRANSPORTED BY MESSRS. JOHN BAXTER & CO. (NEWCASTLE), LTD.

Thornycrofts in Canada.—Following a visit to Canada last year by a representative of John I. Thornycroft & Co., Limited, the Company opened a depot at Toronto, and they have now established another at Montreal for the sale of their productions. A number of Thornycroft motor vehicles is already in service in Canada, including several owned by Messrs. The T. Eaton Company, who are the largest store owners in the Dominion, and these Canadian depots will provide service facilities and be used for the stocking and assembly after shipment of Thornycroft chassis and marine engines. Thus another addition is made to the Overseas Sales and Services organisations of Thornycrofts already established at Calcutta, Cairo, Copenhagen, Singapore, Shanghai, Rio de Janeiro, Buenos Aires, Sydney and Melbourne, each of them under the direction of one of their own trained staff.

J. & S. Valve Reseaters.—A series of valve reseating tools have been designed by Jones & Shipman, Ltd., East Park Road, Leicester, to true up both valves and seats, and obtain a perfectly gas tight joint easily and quickly. The firm claim that their latest garage sets are indispensable in modern repair shops and enable valves to be trued up to better than new condition in a fraction of the time required by any other tool. These sets are made in three sizes to deal with valves of all makes of motor engines within the capacity of the set. No. 3 set trues all valves and seats between 1 inch and 1¾ inch diameter. No. 4 set 1⅜ to 2 9/16 inch, and No. 5 set from 1 inch to 2 9/16 inch diameter. The price of No. 4 set is £6/10/-. No. 4 set contains: One 2 9/16 inch valve cutter; One hand vice; one each seating cutters 1 9/16 inch, 1 13/16 inch, 2 1/16 inch, 2 5/16 inch, 2 9/16 inch; one each pilots and bushes 5/16 inch, ⅜ inch, 7/16 inch, 9 m/m, 10 m/m; one master operating handle.

Henley Tyres.—Henley's Tyre & Rubber Co., Ltd., 20/22 Christopher Street, London, E.C.2, have sent us a leaflet they have just issued in connection with the Henley air cushion for Ford one-ton trucks. The great point in connection with these tyres is that they can be fitted to Fords without alteration to existing wheels. The Henley air cushion tyre is used in combination with the Hayes rim. This makes it possible to fit the combination directly to the old wheel in a few moments. Henley air cushion tyres have the cushioning qualities of pneumatics and it is claimed for them that they have the durability of solids. The retail price of this combination is £9/10/- per tyre.

Wireless Spanner Sets.—Those of our readers interested in wireless apparatus will be interested to learn that Herbert Terry & Sons, Ltd., Redditch, England, the well-known manufacturers of springs and presswork, are supplying the wireless spanner sets. It consists of a double-ended set of five spanners, the sizes of gaps being Nos. 0 to 9 B.A. They are made from steel, hardened and tempered, blue finish and all gaps milled correctly to B.A. sizes. The price of this set is 1/9. There is also another set of the folding type which contains the three necessary sized gaps for wireless sets Nos. 2, 4 and 6 B.A. and a screwdriver. The price of this set is 1/6. The gaps in this set are straight cut, enabling the spanners to be used on the box spanner method when necessary.

Fort Dunlop Stores Buildings.—Two million bricks have been used in building one of the largest stores in this country, that approaching completion at Fort Dunlop. It

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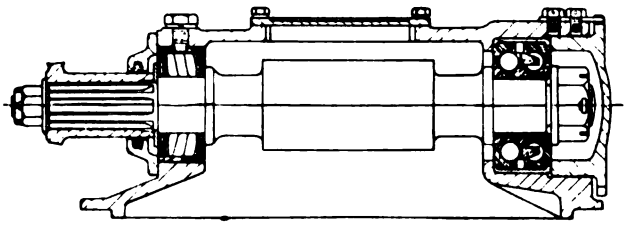
contains 36 tons of lead, 4,200 tons of steel, 4,800 tons of cement, 5,700 tons of sand and 20,000 tons of gravel for concrete. The concrete takes up 13,000 cubic yards in the floors and walls, and there are 16,500 ft. of Bath stone. The windows hold 42,000 ft. of glass, the roof 7,400 yards. On each of the floors there are metal racks on which to stack the tyres for which the building is intended. The building has two five-ton lifts equal in power and capacity to the passenger lifts of the London Underground, and the total floor area of the complete building runs to nearly fourteen acres. In this building the famous Dunlop tyres will be stored.

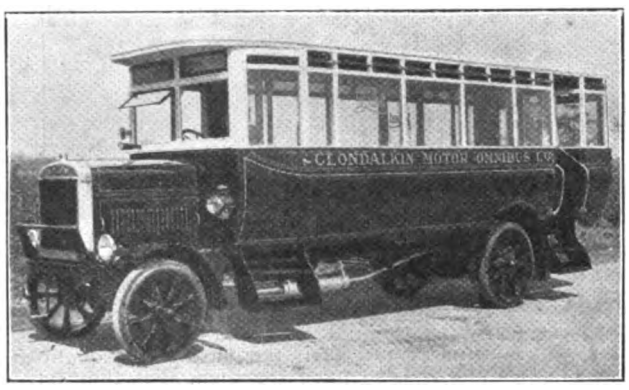
Hyatt Ball and Roller Bearings.—Hyatt, Ltd., 56 Victoria Street, S.W.1, have sent us leaflets describing and



THE HYATT BEARING DESIGN FOR OVERHEAD WORM DRIVE.

illustrating with line drawings various adaptations of their ball and roller bearings amongst which are overhead worm drive designs, main drive bevel pinions, mountings, layshaft designs and reverse idler bearing load calculations and design. The design here illustrated is for the overhead worm drive. It shows a typical method of mounting ball and roller bearings to provide for both radial and thrust loads. Any expansion of the worm shaft due to heat is provided for by use of the Hyatt roller bearing. The design shows the bearing taking a radial load only, with the rollers operating on the hardened surface of the worm pin; two way thrust is taken up by the N.D. double row ball bearing, this being locked in both directions on the worm shaft and in the housing bore. It also carries the radial load at the rear end of the worm shaft. In this combination the feature is the simplicity of the design and in the saving of labour and expense in mounting.

Leyland's at the Dublin Show.—Leyland Motors, Ltd., were showing at the Royal Dublin Show a 32-passenger bus, as illustrated. It is fitted with an Edinburgh type body and is mounted on a 36-40 h.p. rebuilt R.A.F. chassis.



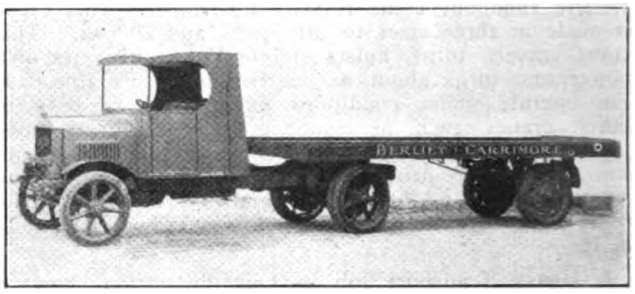
THE LEYLAND 32-SEATER SALOON BUS.

It was built to the order of the Clondalkin Motor Omnibus Co. The makers guarantee the bus for two years.

Facts About Ferodo.— A leaflet sent out by Ferodo, Ltd., to their agents entitled "Facts about Ferodo Friction Linings," gives some very interesting and useful information with regard to the gradual improvement in this well-known material since it was invented 25 years ago. Ferodo, Ltd., stock die-pressed liners for heavy vehicles such as steam wagons, and heavy petrol motor vehicles, they are easy to fit and die-pressed to the required shape. They give long life, save frequent adjustment and give confidence to the driver. We understand that the firm will send a sample free of cost to those making application.

Allen-Liversidge, Ltd.—New Premises.—Owing to continued expansion of business, Allen-Liversidge, Ltd., the well-known manufacturers of dissolved acetylene and acetylene welders equipment have found it necessary to move into larger and more convenient offices. The address of their head offices will in future be Victoria Station House, Westminster, S.W.1. The lighting, heating and power installation department remains as before at 123 Victoria Street, Westminster, S.W.1, where the company's showrooms will also be situated. The move took place on June 10th.

The Berliet Carrimore.—The photograph shows the new Berliet Carrimore combination which, we understand, has been fully tested under 10-ton loads. The price of the



THE BERLIET-CARRIMORE 6-WHEELER.

complete vehicle as shown in the photograph is £945. By embodying the Carrimore low loading patent a loading level of 4 ft. is obtained.

An Ingenious Warning Signal.—The accompanying illustration shows a novel use for the familiar "Stewart" speedometer dial, which has been adopted by St. Louis, Missouri, as a warning signal at dangerous cross roads. It shows the total number of fatal accidents that have occurred at that spot during the previous day, the current week and the year. Further particulars may be had from the Cooper-Stewart Engineering Co., Ltd., 11 Broad St., W.C.2.

THE STEWART WARNING SIGNAL.

The Arctic Test. — Recently the Swedish Government have been testing a 400 h.p. "Bristol" Jupiter air-cooled engine built by the Bristol Aeroplane Co., Ltd., Filton House, Bristol. The tests were carried out at Kiruna which is within the arctic circle. The Swedish authorities had experienced difficulty with both water-cooled and air-cooled engines owing to the extreme cold. On a snow-covered aerodrome with the Jupiter engine fitted in a Bristol Fighter specially equipped with skis, a lengthy series of tests were carried out, both on the ground and in the air. In every case we are informed the engine functioned perfectly, as a final test the engine with cold oil in the tank was left in an open shed throughout the night with the temperature 70 degrees F. below zero. In the morning it started up immediately the propeller was swung. The engine was quickly warmed up and ready to take the air.

The B.L.I.C. Stationary Armature Magnetos. — The B.L.I.C. stationary armature magneto was placed on the market only two years ago but they are used, we understand, already on 20 makes of British motor vehicles amongst which are Vauxhall and Austins. It has had considerable success on the track on such cars as the Lea and Francis which has had successes both for consistent running, hill-climbing and speed.

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The Buick 15-Cwt. Delivery Van.

The Canadian built Buick car has been a popular vehicle in this country for upwards of a dozen years and therefore in drawing the attention of our readers to the 15-cwt. Buick chassis suitable either for van work, public service passenger work, or as a traveller's brougham it cannot be regarded as an untried proposition.

Our representative has taken a run on the van and the demonstration served to satisfy him that the vehicle is remarkably easy to handle and manœuvre, accelerates with great rapidity and is capable of very high speed. It will slow down on the throttle only from 30 to 5 miles per hour. He also tested the four-wheel braking system and there was no question as to its efficiency in bringing the car to a dead stop within a few yards when travelling at high speed, nor did there appear to be the slightest tendency to skid.

Lendrum & Hartman, Ltd., of 26b, Albemarle Street, London, W.1, are the sole Buick distributors for the London area and for the Counties of Buckinghamshire, Hertfordshire, Surrey and Middlesex. Incidentally they will be glad to hear from traders who are interested with a view to fixing up agents for the Buick commercial range in those parts of London within the Metropolitan area where the firm is not already represented. As already indicated the Buick commercial vehicles comprise at present a 15-cwt. van and a traveller's brougham.

We visited the Lendrum & Hartman service station, Old Oak Lane, Willesden, N.W., and found there ample stocks of spares and machinery equipment to provide for every emergency. Our readers are aware that we regard "service" as of just as great importance as the quality of the vehicle, and while giving our own impressions we advise purchasers, of no matter what make of vehicle, to make a point of satisfying themselves in this respect personally.

The following is a brief description of the chassis:—

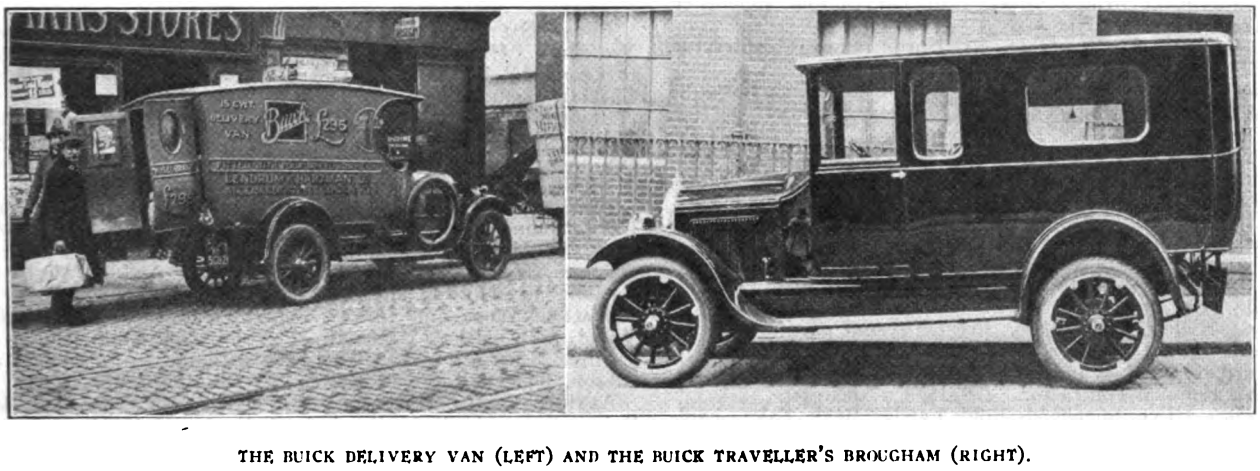
The engine is a four-cylinder Buick valve in head type which will develop 40 b.h.p. The engine, clutch and gear form a unit power plant suspended at three points from the main frame. The cylinders have a bore of 3⅛th ins., and a 4¾-in. stroke. There is an extra heavy crankshaft with three large bearings. Cooling is maintained by a centrifugal pump driven by spiral gears. The cylinders and valves are completely water jacketed, the radiator is of the cellular type. Lubrication is the self-contained constant level circulating splash system. The oil pump is enclosed in the lower part of the crank case and is driven by spiral gear from the camshaft.

The carburetter adopted is the "Marvel" and the petrol feed is the Vacuum system from the petrol tank at the rear of the chassis. The current for the ignition is provided by a Delco generator and storage battery and the same system provides current for starting and lighting. We may mention here that the electric starting equipment is standard on all Buick vehicles.

The clutch is of the multiple disc type with dry plates. The transmission is of the selective sliding gear type with three speeds forward and a reverse. The gear ratios are 13 to 1, 7.8 to 1 and 4.66 to 1. The reverse is 17.4 to 1.

Power is transmitted through a fully enclosed propeller shaft and the final drive is by spiral bevel gear. The propeller shaft is provided with a universal joint and the torque tube is provided with a large ball joint which also encloses the propeller shaft universal joint. This ball joint takes both torque and drive.

The rear axle is the three-quarter floating type. The differential and wheels are mounted on Hyatt roller bearings and the pinion shaft is mounted on extra large ball bearings. With regard to the brakes which we have already mentioned we understand they have been standardised only after long and extensive experiments. They are operated by a pedal and tests have shown that the four-wheel braking system gives 100 per cent. better protection than the two-wheel system. The pedal lever is connected to a pull rod and an equaliser so that front and rear brakes are operated with the same movement. The brake bands are anchored at a point whereby the band wraps itself round the drum for three-quarters of its circumference. By this design the most powerful braking effort is provided when travelling forward owing to the wrapping on action of the external band which tends to tighten itself when applied. The brake adjustment is particularly easy. In turning corners the front brakes automatically release themselves. A heavy front axle is provided with extra strong knuckles and king bolts designed to withstand stresses imposed when applying the front wheel brakes.



THE BUICK DELIVERY VAN (LEFT) AND THE BUICK TRAVELLER'S BROUGHAM (RIGHT).

The wheels are wood artillery with steel felloes with large hub flanges and demountable rims. Cord tyres are fitted 31 in. by 4 in.

Steering is the nut and worm type provided with a large adjustable ball thrust bearing.

The frame is made of reinforced pressed steel channel sections with five heavy cross members. Both front and rear springs are semi-elliptic.

The standard equipment includes electric, side, tail and instrument board lamps, speedometer, ammeter, oil gauge, electric horn, windscreen wiper, tyre carrier with demountable rim fitted with spare tyre, jack, pump, Alemite grease gun, tyre repair kit and complete set of tools. The price of the chassis is £235, or with van body £295, or as a traveller's brougham £370. The petrol consumption is between 17 and 20 miles per gallon.

"Safety First" and Children.

At a meeting of the London "Safety First" Council held recently the Chairman, Mr. Alderman J. J. Bisgood, J.P., made a statement on street accidents in London in which children were concerned. Figures were given showing the total number of accidents and also of fatal accidents during the ten years 1913—1922. Although the number of accidents are only slightly higher than in 1913 during the war they dropped very materially and it is a matter for alarm that since 1918 the number of street accidents has increased tremendously again. The Council considers that a very large proportion of these accidents could have been avoided by the practice of "safety first" methods and have, therefore, embarked upon a campaign to educate the children through their school teachers.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

Harold Stretton, 93 Cottingley Road, Allerton, Bradford, haulage contractor. £22/12/0. May 19th.

Sidney Morgan & Sons, 5 Belgrave Street, Pentre, Glam., char-a-banc proprietors. £19/16/0. May 16th.

E. H. Page, North Clive Street, Grangetown, Cardiff (late trading as General Road Transport Co.), haulage contractor. £42/8/11. May 19th.

Eric Lyon, Appley Lane, Appley Bridge, Lancs., haulage contractor. £71/0/10. May 30th.

Geo. Mahoney, 34-36 Clare Street, Liverpool, carting and forwarding agent. £12/15/11. May 28th.

Hy. Sloan, 56 Miranda Road, Bootle, Lancs., master carter. £11/0/6. May 29th.

C. Blissett, 1 Gladstone Street, Acton Green, London, W., haulage contractor. £13/16/10. May 21st.

Sydney G. Ross, 150a Goswell Road, London, E.C., jobmaster. £27/12/6. May 16th.

Wm. Makin, 21 Bridge Street, Hadleigh, Suffolk, jobmaster. £23/1/0. May 17th.

Tom Johnson, 75 Westgate, Bradford, removal contractor. £27/5/1. May 14th.

Thos. Gosling, 1 York Street, Edgeley, Stockport, carrier; and Willie Gosling, Kinder Street, Edgeley, Stockport, carrier. £17/7/2. May 13th.

J. Warren & Sons, Seafield House, Lower Tranmere, Birkenhead, haulage contractors. £30/13/11. June 6th.

Percy J. Pitt, 300 Broadway, Bexley Heath, Kent, jobmaster. £11/7/10. May 27th.

— Butterworth, 86 Hall Street, Southport, carrier. £20/14/1. June 6th.

Thos. Crook, Broughton Hall, Hapton, Lancs., carrier. £18/6/6. June 4th.

Rigby & Kellett, Ribble Bank Street, Preston, carting contractors. £11/0/8. June 3rd.

S. Ward, 19 & 21 Warwick Street, South Belgravia, London, W., removal contractor. £70/15/4. April 1st.

Jno. Thos. Grice, Shepherds Fold, Lawley Bank, Salop, haulage contractor. £32/16/1. June 4th.

Edwd. Heaver, 21 Park Mansions, Battersea, London, S.W., cartage contractor. £28/6/1. May 21st.

C. Watts & Powers, 36 Howe Street, Birmingham, haulage contractors. £15/2/2. June 6th.

Arthur Townsend and — Milnes, Barugh Green, nr. Barnsley, Yorks (tdg. as Townsend & Milnes), haulage contractors. £37/4/0. June 7th.

Arthur Niccolls, 32 Bridle Road, Seacombe, Ches., master carter. £11/13/2. May 28th.

S. F. Vickers, Little Hallam Lane, Ilkeston, Derbyshire, haulage contractor. £28/6/4. June 14th.

Jacks & Simpson, 7 Slaithwaite Road, Lewisham, London, S.E., motor haulage contractors. £29/13/8. May 30th.

C. A. White, Ltd., Porson Street, Lewisham Road, London, S.E., transport contractors. £22/12/6. June 12th.

J. Mason & Son, Derby Road, Hinckley, Leicestershire, carters. £16/8/6. June 16th.

Harry Burndred and Alf. Smith, 162 Congleton Road, Butt Lane, Talke, Staffs. (tdg. as Burndred & Smith), haulage contractors. £51/6/5. June 2nd.

Wm. Barker & Sons, 53 Blenheim Gr., Peckham, London, S.E., motor haulage contractors. £10/14/4. June 6th.

W. S. B. Kempe, Ltd., Station Approach, Wimbledon, London, S.W., jobmasters. £17/3/10. June 6th.

O. G. Garrett, Park Gr., York, carting contractor. £36/16/11. June 11th.

A. G. Franklin, 240 Whitchurch Road, Cardiff, carrier. £23/6/9. May 7th.

T. J. W. Wheatley, Northleigh House, Goodleigh, Barnstaple, haulage contractor. £21/9/11. June 16th.

W. Wake & Son, 8 Close Street, Sunderland, carting contractors. £17/19/11. June 18th.

Tom Webster, Laindon, Essex, carrier. £27/13/2. June 13th.

Colvin White, 5 Church Street, Tonbridge, Kent, char-a-banc proprietor. £44/0/6. June 19th.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

RICHARD EVAN DAVIES, Poplars Cottage, Llanfair Caereinion, Montgomery. Haulage Contractor. Receiving order and order of adjudication, June 21st. Public examination, August 13th, at Newtown.

HARRY TALKS, Milnrow Road Siding, Rochdale, Lancashire. Carrier, etc. Receiving order and order of adjudication, June 20th.

HENRY JAMES SMITH, 2 Queen Street, Avonmouth, Bristol. Motor Haulier. Receiving order and order of adjudication, June 25th.

GRIFFITH HUGHES, Kirkby Common Farm, Brierley, late trading with another at 14 Saxon Mount, New Estate, South Kirkby, Yorkshire, late Carting Agent, etc. Receiving order and order of adjudication, June 23rd. Public examination, July 10th, at Wakefield.

WM. HENRY STANTON, Crown Hotel Stables, Evesham, Worcestershire. Haulier. Receiving order and order of adjudication, June 26th. Public examination, July 29th, at Worcester.

EDMUND HOWARTH, 3 Commercial Brow, Newton, Hyde, Cheshire, late 34 High Street, Godley, Hyde. Carrier. Public examination, July 28th, at Ashton-under-Lyne.

Notices of Intended Dividends.

JOHN JAMES JOHNSON, Bryngwyn Cottage, Wormelow, Herefordshire. Haulier, etc. No. 14 of 1923. Claims to M. J. C. Scobie, C.B., Official Receiver, 2 Offa Street, Hereford.

THOMAS BRICK, Woodhill Farm, Woodend Farm and Rhea Hall Farm, Highley, Salop. Haulier, etc. No. 17 of 1922. Claims to E. E. Deane, 22 Swan Hill, Shrewsbury, Official Receiver.

EDGAR SALT, 5 The Crescent, Edlington, near Doncaster, Yorkshire. Haulage Contractor, etc. No. 17 of 1923. Claims to Leonard Johnson Clegg, Official Receiver, 14 Figtree Lane, Sheffield.

EDWARD DAVIES, under 95 Llewellyn Street, Pentre, late 24 Maindy Road, Ton Pentre, Glamorgan. Hauling Contractor, etc. No. 15 of 1924. Claims to Ellis Owen, Official Receiver, 34 Park Place, Cardiff.

BEATRICE HELENA KIRK and ROBERT EDWARD LAWRENCE KIRK, trading as the Sherwood Transport Company, Sherwood Firs, 698 Mansfield Road, Sherwood, Notts. Haulage Contractors. No. 2 of 1924. Claims to Leslie Arthur West, 4 Castle Place, Nottingham, Official Receiver.

WALKER WOOD and HENRY BROWN, trading as Brown & Wood, 152 Coalshaw Green Road, Hollinwood, Oldham, Lancashire. Carriers. No. 9 of 1924. Claims to John Grant Gibson, Official Receiver, Byrom Street, Manchester.

ARTHUR EDWIN HARRISON, 147 Hylton Road, and Back Robert Street, Millfield, Sunderland, Durham. Haulage Contractor, etc. No. 14 of 1923. Claims to Walter Angus Ellis, Official Receiver, 14 John Street, Sunderland.

Notices of Dividends.

JAMES ARNOLD STORY, Wharfedale View, Pool, late trading as the Motor Transport Agency, 21 Cabinet Chambers, Basinghall Street, Leeds, now or lately trading at Ewell, Surrey. Transport Agent. No. 36 of 1923. First and Final of 11½d. in the £. Payable at the Official Receiver's Office, 24 Bond Street, Leeds.

HAROLD ARTHUR FALKINER, Purston Garage, Featherstone, Yorkshire. Haulage Contractor, etc. No. 64 of 1923. First and Final of 6½d. in the £. Payable at the Official Receiver's Office, 21 King Street, Wakefield.

FRANK HAKNEY, 200 Nelson Street, Bradford. Haulage Contractor. No. 12 of 1924. First and Final of 1/6½ in the £. Payable at the Official Receiver's Office, 12 Duke Street, Bradford.

EDWARD BENNETT, the Rope Walk, Acre End Street, Eynsham, Oxford. Haulier. No. 22 of 1923. First and Final of 2/9¾ in the £. Payable at 37 Cornmarket Street, Oxford.

JOSEPH NICHOLSON, 119 Halifax Road, Wadsley Bridge, Sheffield. Haulage and Carting Contractor. No. 93 of 1923. First and Final of 1/8½ in the £. Payable at the Official Receiver's Offices, 14 Figtree Lane, Sheffield.

ARTHUR EDWARD HANNEN, 7 Grove Park, Colwyn Bay, Denbighshire, late the Marine Stables, Old Colwyn, Carnarvonshire. Carter and Carrier. No. 39 of 1923. First and Final of 1/5 in the £. Payable at the Official Receiver's Office, St. Peter's Churchyard, The Cross, Chester.

Dissolutions of Partnership.

JOHN GEORGE KRAMER and THOMAS FITZGERALD, trading as J. G. Kramer, 154 High Street South, East Ham, London. Road Transport Contractors. May 31st. All debts by John George Kramer.

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Cyril Ernest Hughes and Edward Henry Terry, trading as the Granville Motor and Haulage Company, 124 Granville Road, Childs Hill, Golders Green, London. Motor Haulage Contractors. March 31st. All debts by Edward Henry Terry, who will continue under the same style.

James Bright and William Job Laight, trading as W. Laight & Co., 30 Grange Road, King's Heath, Birmingham, and Packhorse Cottages, Packhorse Lane, Hollywood, Worcestershire. Haulage Contractors. May 14th. All debts by William Job Laight, who will continue as W. Laight & Co.

John Mitchell and Wm. Alfred Walker, trading as the Derby Motor Transport and Garage Company, 40 London Road, Derby. April 30th. All debts by John Mitchell, who will continue as The Pride of the Peak Motor Coach Company, at 40 London Road, Derby. William Alfred Walker will continue as the Derby Motor Transport Company, at 20 Lodge Lane, Derby, as a haulage contractor.

Wilfred Lawrence Buchanan, Charles Sydney Chubb and Thomas Lawrence Drury, trading as W. L. Buchanan & Co., Gloucester. Hauliers, etc. June 16th. Charles Sydney Chubb will continue alone as Buchanan & Co.

New Companies.

Edward Gray (Transport), Ltd. (198,606).—Private Company. Registered June 12th. Capital £12,000 in £1 shares. To carry on the business of haulage contractors, carriers, omnibus proprietors and garage keepers, etc., and to adopt an agreement with E. Gray. E. Gray is permanent governing director, with £700 per annum as remuneration. Registered office: 3 High Road, Tottenham, N.16

Cooper Bros. (Wakefield), Ltd. (198,602). — Private Company. Registered June 12th. Capital £1,000 in £1 shares. To acquire the business of haulage contractors and general carriers now carried on by F. Cooper, H. Cooper, W. Cooper and J. Cooper, at 1 Queen's Place, Thornes Lane, Wakefield, as "Cooper Bros." The permanent directors are: F. Cooper, H. Cooper, W. Cooper, J. Cooper. Registered office: 1 Queen's Place, Thornes Lane, Wakefield.

Lion Cartage, Ltd. (198,530). — Private Company. Registered June 10th. Capital £4,000 in £1 shares. To adopt an agreement between G. W. Grace and W. Dunwell, and to carry on the business of cartage contractors, owners of steam, motor, electrical and other conveyances, etc. The first directors are: G. W. Grace (managing director), Mrs. L. Grace. Registered office: Lion Yard, Ness Street, Bermondsey, S.E.

Dependence Motor Transport, Ltd. (198,349).—Private Company. Registered May 31st. Capital £2,000 in 1,500 6 per cent. non-cumulative participating preference shares of £1 each and 10,000 deferred shares of 1/- each. To take over the business of a haulage, cartage and removal contractor, etc., carried on by W. G. Solman, at 87 St. John's Hill, Clapham Junction, S.W. The first directors are: W. G. Solman (permanent managing director), G. S. Solman. Registered office: Boormans Works, Theatre Street, Lavender Hill, S.W.11.

Maxim Autocars, Ltd. (198,496).—Private Company. Registered June 6th. Capital £3,000 in 2,850 ordinary shares of £1, and 3,000 deferred shares of 1/-. To adopt an agreement with J. E. Maurice, to establish a daily motor bus service between Slough and Reading and surrounding towns and villages, and to carry on the business of transporters, manufacturers of and dealers in motor cars, carriages, cabs, omnibuses, etc. The first directors are: J. E. Maurice (managing director), F. C. Forten. Registered office: 33a The Broadway, Hammersmith, W.6.

Maritime Transport, Ltd. (198,510). — Private Company. Registered June 6th. Capital £3,000 in £1 shares. To acquire the business of a shipping, forwarding and customs agent now carried on by G. E. Tughan, at 24 Queen Victoria Street, E.C., as "G. W. Robertson and Co. (London)." The first directors are: G. E. Tughan (managing director), T. H. L'Estrange Brennan. Registered office: 24 Queen Victoria Street, E.C.

L. Manny, Ltd. (198,648).—Private Company. Registered June 16th. Capital £1,000 in £1 shares. To carry on the business of char-a-banc and motor lorry proprietors, etc. The first directors are: M. Bernstein, L. Manny. Registered office: 45 Wiltshire Road, Brixton, S.W.

J. A. Goldthorpe and Co., Ltd. (198,672). — Private Company. Registered June 17th. Capital £500 in £1 shares. To acquire the business of motor haulage contractors now carried on by J. A. Goldthorpe, J. Oddy and F. W. Booth, as "J. A. Goldthorpe and Co." at The Garage, 903a Manchester Road, Bradford. The permanent directors are: J. A. Goldthorpe, J. Oddy, F. W. Booth. Registered office: The Garage, 903a Manchester Road, Bradford.

Weber, Smith and Hoare (Continental), Ltd. (198,701).—Private Company. Registered June 18th. Capital £2,000 in £1 shares. To take over the business of shipping and forwarding agents carried on at 60 Mark Lane, E.C., and elsewhere by Weber, Smith and Hoare, Ltd., under the management of T. A. Huson, and to carry on the business of railway, shipping, forwarding, steamship and aeroplane agents, general carriers, etc. The governing directors are: R. E. Weber, N. G. Anderson. Registered office: 7 Mincing Lane, E.C.3.

Barrett Engineering Co., Ltd. (198,768).—Private Company. Registered June 21st. Capital £500 in £1 shares. To carry on the business of mechanical, motor, electric lighting, heating and general engineers, carriers of passengers and goods and transport agents, char-a-banc, coach, motor car and hackney carriage proprietors, etc. The first directors are: W. W. H. Barrett, E. J. White. Secretary: W. W. H. Barrett. Solicitor: H. Scholfield, 24 High Street, Bath.

H. Brook and Co., Ltd. (13,213).—Private Company. Registered in Edinburgh June 20th. Capital £2,000 in £1 shares. To carry on any of the businesses of proprietors and hirers of chars-a-banc, omnibuses, motor cars, and other vehicles, etc. The first directors are: H. Brook and J. Hodge.

Shamrock Traction Co., Ltd. (198,936).—Private Company. Registered June 28th. Capital £4,000 in £1 shares. To carry on the business of proprietors and letters on hire of motor omnibuses, cars, cabs, chars-a-banc, lorries, vans and vehicles of all kinds, garage proprietors, carriers of passengers and goods, haulage and transport contractors, etc. The permanent directors are: Mrs. H. D. O'Farrell Kelly, B. O'Farrell Kelly, Captain F. E. Croucher, H. R. Croucher. Registered office: 27 Church Street, Chelsea, S.W.3.

Pass and Joyce, Ltd. (199,239).—Private Company. Registered July 11th. Capital £10,000 in £1 shares. To carry on the business of motor and mechanical engineers, manufacturers and repairers of vehicles of all kinds, carmen and contractors, van, motor lorry, motor omnibus and hackney carriage proprietors, etc. The first directors are: A. H. Pass, C. J. Joyce. Registered office: 373 and 375 Euston Road, N.W.1.

Direct Haulage Co., Ltd. (199,112).—Private Company. Registered July 7th. Capital £6,000 in £1 shares (4,000 "A" and 2,000 "B"). To carry on the business of builders, contractors, engineers, carriers or haulage contractors, etc. The subscribers are to appoint the first directors. Registered office: 14 Caxton House, Westminster, S.W.

Superbus, Ltd. (199,201).—Private Company. Registered July 10th. Capital £1,500 in £1 shares. To carry on the business of carriers of passengers and goods by buses, trams, trains, chars-a-banc, taxicabs, motor cars or other vehicles, builders of all types of vehicles, etc. The first directors are: I. S. Benson and D. Edgard. Secretary: S. Butchins. Registered office: 72-74 Paul Street, Finsbury, E.C.

Allen and Lax, Ltd. (199,105). — Private Company. Registered July 7th. Capital £1,000 in £1 shares. To acquire the motor haulage business now carried on at Grove Hall Garage, Dewsbury Road, Leeds, as the "All Pat Haulage Co." The first directors are: T. R. Allen and W. Lax. Secretary: T. R. Allen. Registered office: 84 Albion Street, Leeds.

North of England Haulage Co., Ltd. (199,198).—Private Company. Registered July 10th. Capital £1,000 in £1 shares (500 6 per cent. cumulative preference). To carry on the business of haulage contractors, carriers of passengers and goods, proprietors of omnibuses, etc. The first directors are: Mrs. Emma Laing and Mrs. Elsie Moorhouse. Registered office: 10 Blenheim Mount, Bradford.

M. W. Stubbs and Co., Ltd. (199,078).—Private Company. Registered July 4th. Capital £1,000 in £1 shares. To carry on the business of shipping and forwarding contractors, insurance and Customs house agents, warehousemen, lighterage and cartage contractors, etc. The first directors are: J. Burton and M. W. Stubbs. Secretary: M. W. Stubbs. Registered office: 7 Upper Thames Street, E.C.4.

Warren and Co., Ltd. (199,016).—Private Company. Registered July 2nd. Capital £100 in £1 shares. To acquire the business of Warren and Co., jobmasters, contractors and engineers, etc. The first directors are: Mrs. E. Roberts, H. E. Hamp, A. H. Roberts. A. H. Roberts is permanent.

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Mortgages, Charges and Satisfactions.

Wm. H. Muller and Co. (London), Ltd.—Letter of Deposit dated May 22nd, 1924, charged on various properties in Wapping, and Morocco Wharves, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd.

T. C. Binding and Sons. Ltd.—Mortgage on certain lands with plant, etc., at Clevedon Moor and Clevedon, Somerset, dated June 16th, 1924, to secure all moneys due or to become due from the company to National Provincial Bank, Ltd.

South Western Transport Co., Ltd. — Land Registry Charge on 32 and 34 Ethelburga Street, Battersea, S.W., dated June 12th, 1924, to secure £500. Holder: Miss H. F. Taylor, 22 Longbridge Road, Earls Court, S.W.

Woodseats Transport Co., Ltd.—Mortgage on freehold property in Holmhirst Road, Sheffield, dated July 7th, 1924, to secure all moneys due or to become due from the company to the Midland Bank, Ltd.

A. Fitch and Son (Clacton), Ltd.—Deposit on July 1st, 1924, of deeds of freehold land in Rosemary Road, Clacton-on-Sea, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Carter, Paterson and Co., Ltd.—(A) Mortgage on freehold land forming part of eastern section of Milton Hall Estate, Southend, dated June 18th, 1924. Holder: J. J. Paterson, 128 Goswell Road, E.C. (B) Charge on lands at Croydon, dated June 18th, 1924, as substituted security for £6,000 (part of the moneys secured by debenture trust deed dated December 31st, 1897).

Red Rose Motor Services. Ltd.—Mortgage on leasehold premises, 5-11 Vauxhall Bridge Road, S.W., and the goodwill, interest and connection of the borrowers in the business of motor haulage contractors carried on there, dated June 25th, 1924, to secure £3,000. Holders: Transport (London), Ltd.

W. Hinchliffe and Sons (Sheffield), Ltd.—Particulars filed of £750 debentures authorised June 27th, 1924, charged on the company's undertaking and property, present and future, including uncalled capital, the whole amount being now issued.

George Park and Co., Ltd.—Mortgage on freehold lands at Prinsted, Westbourne, Sussex, dated July 1st, 1924, to secure £1,700 Holder: W. Bailey, Prinsted, Westbourne, Sussex.

Gilley, Ltd. — Mortgage on 10 and 10a The Strand, Torquay (freehold) and land in rear thereof, dated June 26th, 1924, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd., not exceeding £15,000.

Scammell Lorries, Ltd.—Issue on July 1st, 1924, of £1,000 debentures part of a series already registered.

Transport (Oldham), Ltd.—Mortgage dated July 10th, 1924, to secure £4,000, charged on certain buildings, machinery, etc., in Oldham. Holder: S. Whitehead, Grosvenor Road, Birkdale, Southport.

H. Cattermole and Sons, Ltd.—Issue on July 5th, 1924, of £500 debentures part of a series already registered.

Banbury Motor Haulage Co., Ltd.—Satisfaction in full on May 1st, 1924, of charge dated November 29th, 1921, securing not more than £1,200.

H. Cattermole and Sons, Ltd.—Satisfaction in full on March 28th, 1924, of debenture dated August 16th, 1923, securing £2,000.

Litchfield and Soundy, Ltd. — Satisfaction in full on April 2nd, 1924, of mortgage and Land Charge dated October 13th, 1921, securing £4,000.

C. A. White, Ltd.—Satisfaction to the extent of £750 on May 30th, 1924, of debentures dated June 29th, 1923, securing £3,250.

Transport (Oldham), Ltd.—Satisfaction in full on July 9th, 1924, of mortgage dated February 4th, 1924, securing all moneys due or to become due from the company to Westminster Bank, Ltd.

Continental Express, Ltd.—Satisfaction in full on March 12th, 1924, of mortgage dated August 10th, 1920, securing all moneys due or to become due from the company to the bank.

Receiverships (Appointment or Release).

Roadway Services, Ltd.—P. E. Harding, of 5 Coleman Street, E.C., was appointed Receiver on July 2nd, 1924, under powers contained in debentures dated December 7th, 1923.

Kingsclere Transport Co., Ltd.—H. E. Oldham, of 30 Bush Lane, Cannon Street, E.C., was appointed Receiver and Manager on July 4th, under powers contained in debentures dated March 29th, 1924.

Road Transit Co. (Wolverhampton), Ltd.—D. E. Campbell, of 79 Lichfield Street, Wolverhampton, ceased to act as Receiver on July 2nd, 1924.

Our Information Bureau.

FOR THE INFORMATION OF OUR SUBSCRIBERS we have recorded the names of General Carriers, Furniture Removers, Motor Haulage Contractors, and Forwarding Agents in all parts of the world.

Any subscriber requiring the name and address of a carrier, motor transport contractor, furniture remover, or forwarding agent in any particular town can obtain the information by writing us and enclosing a stamped addressed envelope.

FREE INFORMATION COUPON.

Information and advice can be obtained relating to Road Transport matters and concerning Motor Vehicles, such as Buses, Lorries, Steam Wagons, Delivery Vans and Tractors.

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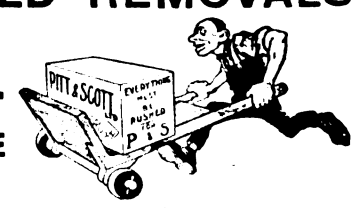

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SPECIAL TERMS TO THE TRADE.

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The
World's Carriers
AND
Carrying Trades' Review
A MONTHLY RECORD OF THE CARRYING TRADES OF THE WORLD.

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NOTICES.

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Books, pamphlets, prospectuses, and newspapers (the latter having any special item conspicuously marked) should be addressed to the Editor.

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Editorial Notes.

Traffic Congestion.

No proposals put forward as possible cures for London traffic congestion appear to be too fantastic to obtain a hearing. The 200-ft. high viaducts proposed by Lord Montagu with lifts and spiral approach roads, is a vision of the future worthy of Mr. H. G. Wells or other prophetic novelists, but it certainly is not a practical suggestion for either now, the next half century, or perhaps longer. We are not likely to find a cure unless more practical ideas are considered. The London Traffic Act has now come into force though so far the advisory committee is only being appointed, whilst October 1st has been fixed as the Appointed Day for the purposes of the other provisions of the Act. No one appears to expect very much from the advisory committee but we see no reason why its influence should not be felt almost immediately. There is plenty of scope for it and the measure of its success will depend upon the wisdom and impartiality of the control regulations it brings into force.

It is not difficult to define the cause of traffic congestion. The simple fact is that there is too much traffic for the streets to carry, or, you can put it the other way about and say that the streets are not wide enough to carry the traffic, which is the same with a difference. If there is too much traffic for the streets it is obvious that the traffic must be reduced and it is equally obvious that if the streets are too narrow they must be widened. Street widening is in progress continually but even though it may be accelerated somewhat therein does not lie the cure for traffic congestion either in this generation or the next. If traffic is permitted to increase at its present rate there will be no noticeable benefit due to the few extra feet added to the width of important thoroughfares. All London, and Regent Street in particular, is adding another storey to its buildings which will of course increase the demand for street accommodation. In short, street widening is not likely to keep pace much less to overtake the demand for street room. Street widening is, therefore, but a small factor, though by no means unimportant, in the ultimate cure for congestion. The most likely opening for a solution of the problem appears to us to lie in the direction of traffic restriction. Traffic control does not, of course, include restriction; it merely suggests that the movement of traffic shall be regulated. No doubt the capacity of an average London street could be nearly doubled if it could be found possible to prohibit vehicles from standing; but since it is as essential that vehicles should come to a standstill as it is that they should travel, it is going to be a difficult matter to decide which vehicles should be allowed to stand and which not. Tradesmen vehicles and commercial vehicles generally come in for a great deal of criticism and, undoubtedly, it would be found very advantageous in every respect if goods transport could be completed before shops and offices are open for business and after they are closed. It would mean a reorganisation of traffic departments and an alteration in working hours for wharves and warehouses. Most careful investigation would be needed before rules of this description could be enforced; but there are great possibilities and the matter is worthy of investigation. Such a change would involve night work and extra pay amongst other things, but on the other hand there would be a time saving that would largely compensate for additional wages. The objection to night traffic is that its noise would be almost unbearable for town residents, who are already loudly complaining of the nuisance. Another proposal put forward is that factories within the London area should, in future, be prohibited and that existing factories should be removed. This seems to be quite a sound proposition but it must be remembered there are sound economic reasons for establishing factories in the London area in spite of high rents and taxes, and the cost of removing them would very likely be found to be prohibitive and, moreover, the effect on transport might be of little or no benefit as it would merely result in a change of direction of flow. The case of the Central London markets is very similar. It has long been recognised that central distributing markets such as Smithfield, Covent Garden, the Borough

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and others, are undesirable as goods come there through the crowded streets for no other purpose than to be distributed back through them again on the same day. It is difficult, however, to alter what has been an established fact for so long and up till now no feasible alternative has been suggested; there is no reason, however, why an alternative should not be found and no doubt it will be when the incentive becomes sufficiently pressing. The Covent Garden strike has shown to some extent that Covent Garden is not an absolute necessity. We come now to the possibilities of traffic restriction. If it is found to be essential that traffic should be restricted then first of all it must be decided what class of traffic is least necessary for the common welfare. It must be admitted at once that all public services must be maintained with a view to the provision of the highest efficiency. Our opinion is that one of the main causes of traffic congestion is the ever-increasing number of private motors on the street. Is it reasonable that every citizen who can afford it—and some who cannot—should have his own special private conveyance for travelling from point to point when there are plenty of excellent public service vehicles available? There are we believe upwards of 50,000 private motor cars licensed in London which serve about 200,000 persons out of a population of 7,000,000; in short, these 200,000 persons require more street accommodation for their vehicles than the whole of the rest of the population of London. If these people must have their private vehicles, then why cannot a special tax be imposed upon them for the privilege of using their cars within a certain area during certain hours of the day? Such a tax would possibly have the effect of reducing the number or of retarding somewhat the rapid increase of this class of traffic and at the same time there would be a very useful revenue derived from the tax which would help towards the cost of street improvements. Tramcars are so obviously unsuitable for street service, under modern conditions and with superior available alternatives, that the desirability of their prohibition may be taken for granted. The factors contributing to keep them on the street appear to be appertaining to stubbornness on the part of public authorities rather than the necessity for their retention.

Bus Fires.

Recently there has been what amounts to almost an epidemic of fires of passenger vehicles, one of them at least being of such a shocking and tragic nature that there is no alternative but for authorities, either Government or local, to adopt stringent precautionary methods so as to avoid, as far as is humanly possible, the repetition of such a catastrophe. The report has not yet been issued as to what were the primary causes of the fire, so we refrain from giving expression to what we surmise. At the same time we suggest that it is of paramount importance that passengers, in vehicles of any description, should be protected from fire as adequately as the contents of oil tank wagons and other vehicles carrying inflammable materials. During the last few years, owing to high wages required by attendants, there have come on to the market certain body designs which, in view of the circumstances of the accident above mentioned, appear to us to give the minimum opportunity for a full load of passengers to make good their immediate escape from a vehicle in flames. More attention will certainly have to be paid to the design of the emergency exit door which hitherto has been so constructed that it is difficult to open or practically impossible to open by inside passengers, lest they should abuse it. We suggest that the door should be made so that it can be easily opened and a few bars, placed across the doorway, which can be readily removed would afford quite sufficient obstruction either to avoid accident or to deter passengers from making illegal use of the exit. No doubt also the question of insurance of passengers will arise and it is probable that such insurance will become compulsory so that there will be ample compensation for injury or death, irrespective of the vehicle owners capacity to pay. This will be merely a repetition of what happened in the early days of railway travel.

Slippery Roads.

We are glad to learn that the Ministry of Transport has formed a Committee to investigate the cause and cure of slippery roads. In the June number this year of ROADS AND ROAD CONSTRUCTION we deprecated the attitude of levity with which the slippery road complaint is usually dismissed by road surveyors when gathered in congress. The slippery road is a very real danger, not only to horses, but to every form of traffic that comes upon it. The motor car, on a road on which it is likely to skid becomes more dangerous than anything else using the road, not only to the occupants of the vehicle itself but to all other occupants of the road and it is high time that some antidote to skidding was applied. We do not think there will be any great difficulty in finding this antidote. Probably some further chemical treatment of the bitumens, used in bituminous road carpets, will have the effect of removing some more of their natural oils which are said to be a prime cause of slipperiness. Also more attention should be paid to road camber and there should be a more liberal application of gravel or chippings which should be rolled in whilst the bituminous carpet is still soft. Whether our suggestions are on the right lines or not matters very little; the point is that the slippery road is an ever-increasing source of danger and we trust the Ministry of Transport will not cease its effort until it has succeeded in finding the cure.

The Covent Garden Strike.

Without going into the merits or demerits of the Covent Garden strike and its possible or even probable development which might result in another general disruption of our transport services, it is certainly another useful reminder to the general public of how much we depend upon efficient road transport services. Road services constitute the country's reserve in case of necessity; they are in fact the nation's lifeboat. It is road transport that has done more towards keeping strikers' demands something like within reasonable limits and enabled the country to "carry on" in some sort of a fashion than anything else. Road transport workers may cease to work but the services can be started afresh in minimum time for the simple reason that every owner of a motor vehicle can either drive it himself should the necessity arise or find a substitute for the regular driver, without great difficulty. The principal attraction of road transport, which includes all classes of motoring, is the independence it affords to the motorist. Its extended application is restricted more particularly by the insufficiency of the roads—a cause which is being gradually removed and we believe if the public could realise the importance of first-class road accommodation they would demand an even far greater programme than the Government has now in hand. Motoring to-day is mainly of the promiscuous order, comparatively few firms having yet realised the immense value of well-organised road transport; but the object lesson these few firms afford is bound to bring others into line. At the recent World Transport Congress held in America some prominent delegates expressed the opinion that the day of the railways was over and that if they were not entirely superseded by road transport their scope would at least be very much curtailed. We can see signs of this already and this continual strike menace will undoubtedly give an enormous impetous to the development of road transport.

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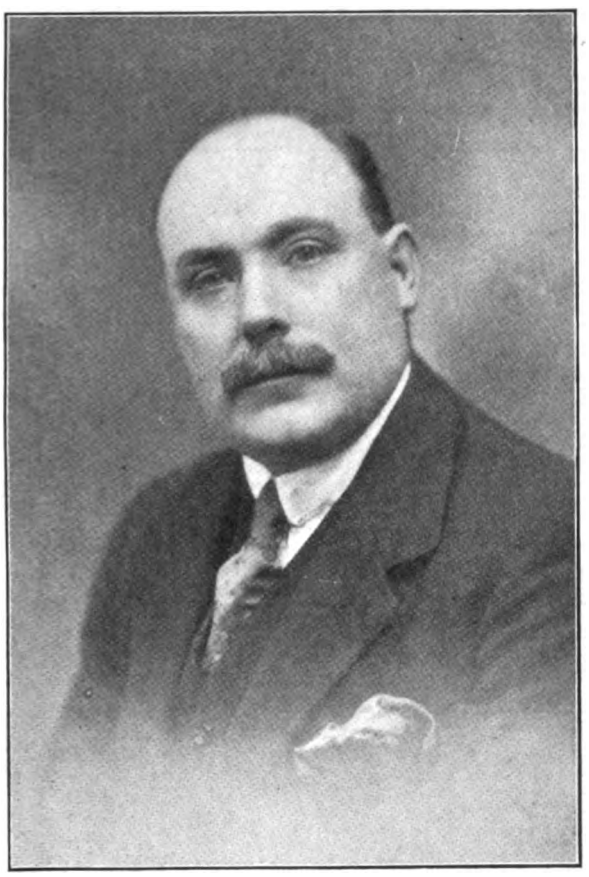
Transport Men of To-Day. No. 7.

T. H. Dunbabin.

MR. DUNBABIN is the proprietor of an extensive business of general carrier by road and water and, in addition, has built up a separate business as a coal and coke merchant.

For the past fifteen years he has been very active in the work of the Manchester Transport (Owners') Association, Ltd., and the members showed their appreciation of his services by electing him Chairman in 1914, when there was necessity for careful guidance of the Road Transport Trade in the Manchester District, and the confidence of the members in his wide knowledge of the trade has been proved by his re-election each successive year up to the present time.

During the war he was appointed Chairman of the Horse Rationing Committee, and also of the Manchester and District Area of the Road Transport Board.



T. H. DUNBABIN, ESQ.

Since the formation of the Lancashire and Cheshire Group of Road Transport Associations, in 1919, Mr. Dunbabin has held the office of Chairman and has devoted a large amount of time to the negotiations with transport workers upon wages and conditions, and the many problems which arise therefrom. He is a Member of the Institute of Transport.

Master Carriers' Association of Victoria, Australia.

THE twenty-second annual meeting of the Master Carriers' Association of Victoria was held at the rooms of the Victorian Employers' Federation on Thursday evening, 26th June. The President (Mr. F. J. Skinner) was in the chair and there was a good attendance of members.

The report showed that the number of members was 292, of whom 27 had been elected during the past year. Reference was made to the quarterly adjustment of wages payable in accordance with the Commonwealth Statistician's cost of living figures, and the corresponding percentage alterations made in cartage rates during the year rendered necessary by these quarterly adjustments. Grave dissatisfaction was expressed at the delay in proceeding with the erection of a new bridge over the River Yarra at Spencer Street, which is urgently required, and the hope was expressed that this work would be undertaken at an early date.

Strong support was again given to the proposal of the City engineer for the construction of a low level bridge east of Princes Bridge which would materially relieve Queens Bridge and Flinders Street east of Market Street of a great amount of vehicular traffic and thus minimise the congestion which now occurs at the Cathedral corner, it being considered that the provision of more means of ingress and egress is absolutely necessary, and until these are provided, the prohibition of trade vehicles traversing certain streets at fixed hours will only result in removing the congestion from one part of the City streets to another.

A brief resume was given of the ninth annual conference of the Master Carriers' Federal Council of Australia held at Brisbane in May last, which was attended by delegates from the several State associations. In the absence of the Federal President, Mr. A. Faulkner (Q), Mr. H. M. Kidgell, (V) vice-president, presided, and a number of important matters affecting the carrying trade of the Commonwealth were dealt with. Mr. H. M. Kidgell (V) was elected President of the Federal Council; Mr. Watson (N.S.W.) vice-president; Mr. F. J. Skinner (V) re-elected Hon. Treasurer; and Mr. C. A. Pucknell (V) re-elected Hon. Secretary for the ensuing year, and the next Federal Conference will be held in Sydney in 1925.

Reference was made to the very bad condition of the roads under the control of the Harbour Trust at the wharves and dock, especially to the dangerous condition of Cowper Street, and special reference was made to the urgent necessity for this street to be repaired and made safe for vehicular traffic at once.

The election of office-bearers resulted as follows:—President: Mr. F. J. Skinner, re-elected un-opposed; Vice-presidents: Messrs. C. E. Miller and M. Smith; executive committee: Messrs. E. W. Coulson, J. Johnson, A. Kelley, H. M. Kidgell, R. Lambrick, J. H. Macartney, R. J. McSolvin, W. Mortill, E. A. Rocke, P. A. Wallbridge and H. G. Warr.

Institute of Transport.

Conference at British Empire Exhibition, September 19th.

THE following preliminary arrangements are announced:—

For the convenience of members and visitors, accommodation will be reserved by the Metropolitan Railway on a train leaving Baker Street Station about 9.30 a.m.

10.15 a.m.: Assemble in the Pavilion of the Port of London Authority at eastern end. Avenue 5, of the Palace of Engineering. From 10.15 to 10.30 a film depicting some of the activities of the Port will be shown in the Authority's Cinema Theatre adjoining.

10.30 a.m.: Conference in Cinema Theatre. Sir Henry P. Maybury, K.C.M.G., C.B. (Past President), will preside and will be supported by Members of Council, the Minister of Transport, Lord Ashfield, Lord Aberconway, Sir Ralph Wedgwood, Lt.-Col. J. Sealy Clarke, Mr. E. A. Neville (Bengal and North Western Railway), Sir T. R. Wynne (Bengal-Nagpur Railway), Sir Reginald Blankenberg (Union of South Africa), Mr. W. Phillips (Canadian National Railways) and other prominent personages.

Following the submission of a paper on "Imperial Communications," by Air-Vice Marshal Sir Sefton Brancker, K.C.B., A.F.C. (Member of Council) and another on "Transportation in relation to the development of South Africa," by Mr. F. B. Rees (Associate Member) a discussion will take place on "Transport as an aid to Empire Development."

1.45 p.m.: Luncheon at the Regent Restaurant at which Sir Henry Maybury will occupy the chair.

Commencing at 3.30 p.m., visits will be made to the Motor Vehicle, Railway and Water Transport exhibits in the Palace of Engineering. Special demonstrations will be give at certain of the Stands. If time permits, inspections will also be made of the exhibits of the Canadian National, the Canadian Pacific, and the South African Railways, and other transportation features.

"Safety First" Competition for Railwaymen.—We have received particulars of the new "Safety First" Essay Competition for railwaymen organised by the London "Safety First" Council. The competition takes the form of an original paper which may be based upon a review of the railway accidents of 1923, and prizes are to be awarded to the writers of the best papers sent in.

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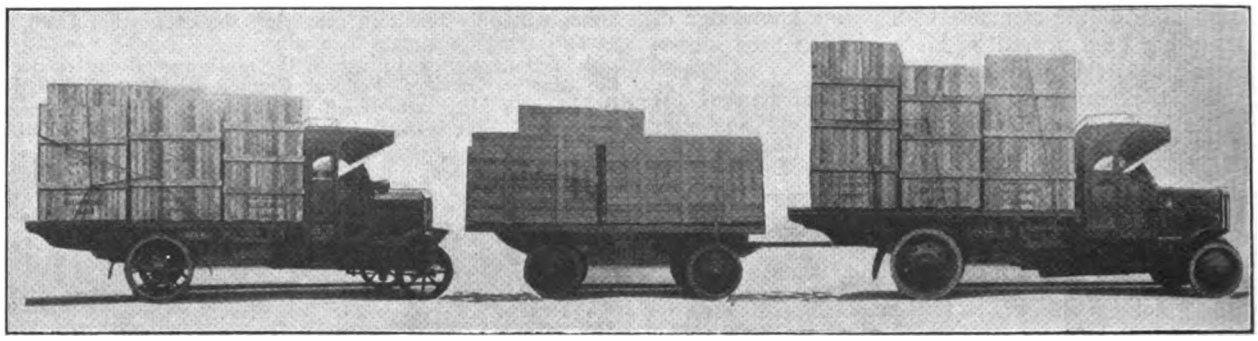
Notes and News.

Presentation to Mr. G. Hoare, of Taskers. — At the Royal Automobile Club on July 22nd members of the Steam Vehicle Committee of the Society of Motor Manufacturers and Traders made a presentation to Mr. G. Hoare, managing director of W. Tasker & Sons, Ltd., Andover, on his retirement through ill health from the chairmanship of the committee, a position which he had held since its inception in 1918.

Packing and Shipping Furniture.—Our illustration represents a consignment of furniture packed and shipped by Messrs. Neale & Wilkinson, Ltd., 16 Camomile Street, London, E.C.3, the well-known firm of foreign removal and freight contractors. The shipment consisted of 17 cases with a total measurement of 1,563 ft., and weighed 4 tons, 16 cwt., the cases being specially constructed and strongly battened.



FURNITURE PACKED FOR SHIPMENT ABROAD.

Northern Transport Agency (London), Ltd.—We are informed by the Northern Transport Agency (London), Ltd. that they have opened their own office in Berlin under the style of Deutsche Northern Transport Agency G.m.b.h., at Trasbenstrass 13, with the object of assisting shippers of all classes of goods between Berlin and this country and *vice versa* in conjunction with their offices at Liverpool and Southampton.

New Leyland Removal Lorry.—Our illustrations show a new 4-ton Leyland lorry recently purchased by Messrs. Frederick Winwood, Ltd., Worcester, for use on removal work. The vehicle forms a good advertisement not only of the productions of this well-known firm of motor manufacturers but also of the removal contractors who are making use of it.

TWO VIEWS OF AN ATTRACTIVE LEYLAND VEHICLE FOR REMOVAL WORK.

S. N. Hadley & Co.—We have received from S. N. Hadley & Co., 149 Fenchurch Street, London, E.C.3, shipping and forwarding agents, particulars of their organisation for handling traffic, both import and export, to all parts of the world.

Farriers in Coventry. — A successful examination of farriers at Coventry has been carried out by Mr. C. M. Holmes, F.W.C.F., resulting in the following becoming entitled to receive the R.S.S. certificate and be placed on the list as qualified shoeing smiths: A. Twigger, J. F. Ward, A. Cox, W. F. Gladwell (Coventry), A. Allibone, C. F. Butter (Leamington), H. Whiteman (Walsgrave-on-Some), W. Wright (Volvey). and A. Hunt (Meriden). Each man had to take off a fore shoe, prepare the foot to receive the new shoe, make a shoe and fit it to the foot, nail it on and finish the work off. He was also asked to make a hind shoe and leave it for the examiners inspection. The oral part of the examination required the candidate to have a good knowledge of the structure of the limb and hoof and how to shoe feet that may be defective. The Coventry Team Owners gave an engraved gold medal won by F. W. Gladwell for the highest number of points gained, and also Mrs. Ward's special gift of a 2 lb. box of chocolate for the best prepared foot. A silver medal presented by the Equine Defence League went to A. Allibone for points, and also a special prize by the Gray Horseshoe Pad Company for the best fore shoe. A preserve dish given by Messrs. Matherson, Huxley & Watson was won by A. Cox for the best hind shoe. Medals presented by the Mustad Horsenail Company were won by A. Twigger and H. Whiteman for the next highest points. The scoring of points was very close, only half-a-point separating the winners.

Mare Street One-Way Traffic.—In consequence of the serious congestion in the narrow part of Mare Street, Hackney, that is, at the northern end from Amhurst Road to Dalston Lane, the Commissioner of Police of the Metropolis has made an Order which will have the effect of making this part of Mare Street a "one-way" street. Traffic along this part will only be allowed to travel in a southerly direction, that wishing to proceed north being diverted via Amhurst Road to Dalston Lane.

Railway Rates to Ireland.—Increases in the rates for merchandise by rail and steamer to Ireland are announced by the four Railway Groups, the Metropolitan Railway, the Cheshire Lines Committee, the Midland and Great Northern Joint Committee, and the Somerset and Dorset Committee. The increases came into force on September 1st. All rates for merchandise in Classes B and C of the General Railway Classification (except manure in two ton lots or over) are to be increased 1s. per ton by goods train, and in Classes 1 to 5, with returned empties, motor cars, carriages, and other traffic charged at mileage rates, 2s. per ton. Rates for live stock

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are increased from 6d. to 4s. per head, according to class, and a detailed schedule is given of the advanced rates for specified articles and for carriage by passenger train. It is stated that the increases are made in respect of the sea portion of the transit, and that the whole of such increases in the said rates will be appropriated to such portion of the journey.

London, Midland and Scottish Railway Appointments.—The following appointments have been made by the London, Midland and Scottish Railway Company: Chief General Superintendent's Department—Mr. C. R. Byron to be Assistant Chief General Superintendent, Derby; Mr. Ashton Davies to be Chief Superintendent (Passenger Commercial), Derby; Mr. R. Killen to be General Superintendent (Northern Division), Glasgow. Chief Goods Manager's Department: Mr. J. Ballantyne to be Goods Manager (Northern Division) in place of Mr. J. Robinson, Divisional Goods Manager who has retired.

London and North Eastern Railway Appointments.—The following appointments have been made by the directors of the London and North Eastern Railway Company: Mr. F. J. Trotter to be District Traffic Manager, at Doncaster; Mr. J. Showers to be District Goods Manager, at Manchester; Mr. D. M. Gracie to be District Superintendent, at Leeds; and Mr. P. S. Ludlam to be District Goods Manager, at Liverpool.

Opening of New Road in Kent. — The Ministry of Transport announces that His Royal Highness, The Prince of Wales has graciously consented to take part in the ceremony in connection with the opening of the 12 mile stretch of Watling Street, between Dartford and Strood, in Kent, the reconstruction of which by London unemployed is now approaching completion. The opening ceremony will take place on Wednesday the 19th November, and a further announcement will be made when the detailed programme has received approval.

For the Attention of Shipping and Forwarding Agents.—We draw attention with pleasure to an announcement appearing on page 34 informing all who are interested that Mr. W. J. Lowen, who was formerly managing director of Neale & Wilkinson, Ltd., and occupied a leading position in all that concerned the shipping and forwarding trade of London and Liverpool, is proposing to return to commercial life. Having known Mr. Lowen for many years past we shall be very pleased to forward to him any letters in this connection.

Manchester Motor Parade.—We have received from Mr. H. Howard Robinson, the secretary of the North-Western Division (Manchester Area) of the Commercial Motor Users' Association particulars of the Fourth Annual Parade of commercial motor vehicles to be held on Saturday, September 20th at Moseley Road, Fallowfield. The object of the parade is to encourage the drivers to take an interest in the vehicles under their control and also to act as an incentive from year to year to keep their vehicles in the best possible state.

Tilbury Dock.—The Port of London Authority has now settled the preliminaries with the London, Midland and Scottish Railway for the construction of the passenger landing stage at Tilbury. The structure will have a length of 1,340 feet and will be connected by two bridges with a spacious baggage hall. It will be equipped with the necessary facilities for securing the convenience and comfort of passengers and their embarkation and landing with the greatest expedition.

Forthcoming Events.

September 5th to 27th.—Machine Tool and Engineering Exhibition, Olympia.

September 15th to 26th.—French Electric Vehicle Trials. (Provisional Date.)

September 17th.—British Engineers' Association. Conference at British Empire Exhibition, Wembley.

September 19th.—Institute of Transport. Conference at British Empire Exhibition, Wembley.

September 20th.—Manchester C.M.U.A. Parade.

September 25th.—Preston C.M.U.A. Parade.

September 27th.—Liverpool C.M.U.A. Parade.

September 28th to October 5th.—German Motor Show, Berlin.

October 6th to 8th.—Belgian Gas Producer Trials.

October 16th to 25th.—Motor Car Show, Olympia.

October 22nd to 31st.—French Motor Transport Vehicle Show, Grand Palais, Paris.

Petrol Comes of Age.

TWENTY-ONE years ago cargoes of petrol in bulk began to arrive in this country. Actually the first oil tanker to put into a British port with bulk petrol in its tanks was the S/S "Murex" in February, 1902. She came the long voyage from the East Indies via the Cape, for oil tankers, in those coal-dark ages, were not allowed through the Suez Canal. Not content with having won fame for herself by this pioneering voyage, this tanker made her career still more glorious and historical by being torpedoed and sunk during the war in the service of the Allies.

Now without petrol in bulk distributed throughout the country, motoring could never have developed. There were motor-cars, of sorts, before the twentieth century. Mr. Lanchester built a truly wonderful car in 1896, with a twin-cylinder, air-cooled engine, that could do 12 miles an hour. But what was the use of going even 12 miles an hour if you had to buy petrol in little bottles from a chemist?

The big oil companies came to the rescue. They were pioneers of this motor age in co-operation with the inventors of the motor car. They saw the possibility of utilising the volatile products of their crude oil which up to that time had perforce been wasted. Twenty-five years ago anyone sailing past the coast of Sumatra would have seen a large column of smoke ascending to the heavens. It was the smoke from the petrol that was being pumped out into the jungle and burned—at such a distance from civilisation as to do no harm to anyone. It was unsaleable at any price. There was no commercial use in the world for petrol at that time. But the coming of the motor car gave the oil companies their chance. In 1903, with bulk cargoes arriving, competition in selling petrol had begun.

How the imports of petrol into this country increased by leaps and bounds may be seen from the following figures:—

	tons.		tons.
1903	33,008	1914	402,365
1904	38,980	1915	492,219
1905	62,701	1916	543,314
1906	84,707	1917	463,888
1907	108,380	1918	644,000
1908	140,082	1919	597,314
1909	171,369	1920	698,553
1910	185,060	1921	952,838
1911	234,137	1922	1,200,081
1912	277,272	1923	1,341,564
1913	342,905		

In 1903 the imports of petrol were only 33,008 tons. In 1913, after the end of the first decade, they were nearly ten times that amount. In 1923, at the end of another decade, they were nearly four times the amount in 1913. The pace had naturally slackened off, but it is amazing to think that on its twenty-first birthday the petrol industry had increased its stature 40 times over.

It is still forging ahead. Even the trade depression has not stopped it. The petrol age in this country is still in its infancy. In the United States there is a motor vehicle for every seven persons. In Great Britain there is but one for every 43 persons. The United States had twelve times as many cars in use in 1923 as it had in 1913. She consumes 20 times as much petrol in a year as we do. We are only just beginning. And makers of British cars, the best in the world, are bringing motors within the reach of everyman.

The motor and the petrol age are synonymous terms. Each is dependent on the other. The combination of a simple motor and a cheap, effective and widely distributed motor fuel has made possible this wonderful age that is breaking down the barriers of time and space. Motoring, whether it be by car or char-a-banc, is liberating the dwellers on the land as well as the dwellers in the towns. It is revolutionising human life. In a span of twenty-one years there has grown up not only a highly organised, country-wide service of petrol distribution but a British motor-car industry which gives a range of choice and a quality of workmanship unsurpassed.

An A.A. Hotel Location Map.—The Automobile Association has prepared Hotel Location Maps of England and Wales, and Scotland, on which are shown the locations and classifications of the hotels appointed by the Association. With the growth of motor touring the difficulty of selecting accommodation, either for the night or for the noon halt, has become very great. Many tours are spoilt for lack of pre-arrangement, and by the fact that motorists are usually unaware of the existence of alternative hotel accommodation in the vicinity. The maps, which are supplied free to members, meet this difficulty, and serve as a "territorial" key to the alphabetical list of towns given in the A.A. Handbook, in which full particulars of tariffs, telephone numbers, classifications, etc., are to be found.

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The London Traffic Act.

By Frederick G. Bristow, F.C.I.S., F.S.S., M.Inst.T., A.I.A.E.

(General Secretary, The Commercial Motor Users' Association).

THE London Traffic Act, to make provision for the control and regulation of London traffic, has now been placed on the Statute Book, and comes into operation on the 1st October next. The Act will continue in force until the 1st December, 1928, and covers an area extending from Eton in the West to Billericay in the East and from Harpenden in the North to Reigate in the South.

THE NEED FOR TRAFFIC CONTROL.

London Traffic is not merely a question of local interest, but is a national problem; not only will nearly a quarter of the total population of the British Isles be directly affected by the new Act, but all traffic, proceeding from any part of the country and passing within 25 miles of Charing Cross, will be governed by its regulations.

The question of the control of London's vast traffic has been considered by Royal Commissions and Government Committees for nearly a hundred years, including the Royal Commission on London Traffic in 1905, and the Royal Commission on London Government in 1923. All students of London traffic conditions realise the extreme urgency of the need for co-ordination of all available transport facilities, and when it is remembered that the average speed of traffic has fallen to about one-half what it was five years ago, it will be readily agreed by everyone that some such Act as the one under consideration is long overdue.

Unfortunately, tramcars do not come within the powers of control, and it is difficult to conceive how proper co-ordination of traffic can be achieved when this cumbersome type of vehicle is excluded. The Government stated that they were excluded because they differed essentially from all other vehicles in that they only run upon a special, fixed permanent way, constructed for them at great expense.

The Minister of Transport is to be responsible for the control of London traffic in the future, and he will be assisted by an Advisory Committee consisting of representatives of the various interests concerned in traffic including the London County Council, the City Corporation, Metropolitan Borough Councils, and other Local Authorities, the Metropolitan and City Police, owners of mechanically-propelled and horse-drawn road vehicles and representatives of labour. It is of the utmost importance that road-carrying interests receive adequate representation on this Committee.

The powers of the Minister under the Act are very wide, and may broadly be divided into three groups:—

(a) The licensing and regulation of public service vehicles.
(b) The control of streets closed for repairs.
(c) The regulation of all movement of traffic.

(A) LICENSING OF OMNIBUSES.

The Act gives power to the various licensing Authorities to define the routes which are to be called "approved routes," upon which regular services of omnibuses may be established within the City and Metropolitan Police district. The Authorities may, when licensing an omnibus, make it a condition that it shall not ply for hire except upon such "approved routes," and then only if it maintains a regular service, and its construction and equipment are suitable for those routes.

When a licence is granted for a regular service, the licencee is required to furnish details of the routes on which he intends to run omnibuses and the services to be maintained; the times at which the services are to commence and end; the maximum number of omnibuses to be run on each route; and the stages into which each route is to be divided with the fares to be charged.

The Minister may be appealed to on the ground that there are too few omnibuses on the route; that the number of omnibuses is excessive; that the stages are unreasonably short or inconvenient; or that the fares are unreasonably high.

Omnibus traffic may be prohibited or restricted by the Minister in any street if he considers that the street is too narrow or that the traffic on it is too dense or that alternative facilities for the conveyance of passengers exist along the street or in proximity to it, so rendering additional omnibuses excessive. This veto by the Minister may be carried out either generally or during particular hours, and either by limiting the number of vehicles or the number of journeys.

(B) STREET REPAIRS.

One of the greatest causes of traffic congestion at the present time is the all-too-frequent closing of streets for repairs. In order that this may be reduced to the minimum, every road authority, within the traffic area is required to submit to the Minister of Transport every half year, particulars of all road maintenance and improvement schemes it proposes to carry out during the ensuing six months which will involve the closing of the whole or part of a street. The Minister will then either sanction the carrying out of the proposed schemes and the times and order in which they are to be commenced, or prohibit or restrict them.

In addition, to secure that so far as possible *all* street excavations and repairs shall be carried out at the same time, the General Post Office and the various Electric Light, Gas and Water companies possessing Statutory powers, will not be permitted to disturb any reconstructed street within twelve months of its completion unless the Minister is satisfied that it was not possible for the work to be carried out while the street was closed, and that it was essential to do so within the twelve months, or that it was a case of emergency, such as a burst pipe. The Minister may make it a condition that such work shall be carried out at night-time or continuously by day and night.

It is also provided that in cases where obstruction to a greater extent or for a longer period than is reasonably necessary, is caused by the deposit of excavated material or the erection of barriers, steps may be taken to have the obstruction removed.

This co-ordination of street interferences will, in itself, be of great benefit in relieving traffic congestion.

(C) TRAFFIC REGULATIONS.

Powers are given to the Minister to make special or general regulations for the purpose of controlling many traffic matters, including:—

(a) Relative position in the roadway of traffic of different speeds or types.
(b) Times at which horses, cattle and other animals may be led or driven on the street.
(c) Streets which are not to be used by certain classes of traffic.
(d) Routes to be followed by all classes of traffic.
(e) Parking of motor cars, the position of cab ranks and the stopping places of omnibuses.
(f) Crawling of cabs.
(g) Conditions and times of loading and unloading vehicles.
(h) Control of theatre and omnibus queues.
(i) Control of broken-down and unattended vehicles.
(j) Use of vehicles, sandwichmen and animals for advertising purposes.

It is obvious that an immediate or complete solution of the London Traffic problem is not to be expected, but one may reasonably hope that the passage into Law of the London Traffic Act, 1924, will at least result in some measure of success being attained during next year.

Pickfords, Cardiff. Annual Outing.

THE removal and cartage staff of Pickfords, Ltd., Cardiff, had a most enjoyable annual outing on Saturday, July 26th. After assembling before the photographer a start was made about 1.30 p.m. by char-a-banc to Symonds Yat, via Newport, Usk and Monmouth. The weather being very good in spite of a short, sharp shower midway, the destination was reached about 5 p.m.

An excellent tea was provided at the "Crown Inn," and the early part of the evening was given to a musical entertainment in the billiard room specially set aside for the use of the party. Congratulations were due to the brothers Withers who gave an excellent rendering of "Love's Song at Twilight," and various other musical items. With the combined efforts of the whole party quite a successful evening was enjoyed.

The manager, Mr. R. F. M. Davies toasted the firm, and in quiet but well emphasized words noted the good fellowship and *esprit de corps* that existed amongst the members of the South Wales branch.

Mr. R. N. Addington responded with a few well chosen words remarking specially upon the good these annual outings did amongst the staff, and ended by toasting the unavoidable absence of several members.

Mr. T. Withers tendered the thanks of the staff to Mr. Davies and Mr. Addington for the excellent arrangements that had been made.

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The A.E.C. Two-Tonner.

THE Associated Equipment Co., Ltd., Walthamstow, London, E.17, have recently placed on the market a 2-ton chassis known as type "two" specially designed for passenger and goods carrying. It has been designed to carry a load of 2 tons 15 cwt. including the body on solid tyres and 3 tons 5 cwt. on pneumatic tyres.

The engine is of the firm's own manufacture; it is of monobloc construction with four cylinders, bore 100 mm. and stroke 140 mm. and it develops 28 h.p. The cylinder jacket and crank case are in one piece. There are detachable cylinder liners and a detachable head. A special feature of the engine is that the crankshaft is carried in two bearings instead of the usual three. The manufacturers state that when considering the policy to be followed in designing the 2-ton chassis to obtain a result giving the best value for money with a low selling price, the following order of preference was observed: efficiency, accessibility, simple construction, low maintenance cost, low production cost and light weight. By sacrificing lightness and making use of a cast iron barrel crankcase with a two bearing crank, they claim that an engine has been produced which embodies all the desirable features. Light weight is obtained owing to the small size of the engine, in larger sizes the weight becomes excessive and the design uneconomical. There is no disadvantage whatever, it is claimed in a short and stiff two bearing crankshaft in an engine of the size under consideration if it is properly designed and constructed. The big ends on this engine are 2¾ inch diameter by 2½ inch long, whereas on the three bearing cranks for the 108 mm. by 140 mm. engine the big ends are 2⅛ inch by 3 inch, this indicates the extreme stiffness of construction which eliminates distortion and spring in the two bearing crank for the 2-ton engine. The manufacturers explain that in the three bearing crank that unless the centre main bearing is very long and the crank sufficiently stiff, this bearing is of little use and it will invariably wear out more quickly than the end bearings as it has double the duty to carry. Owing to the additional length of shaft required for the three bearing engines, stiffness is essential if torsional vibration is to be non-existent. The use of ball bearings on this crank was decided on after careful tests which convinced the makers of their suitability. Their adoption has resulted in an exceedingly simple construction for the crankcase and, owing to the large and heavy bearings used, their life should exceed that of plain bearings. Their ultimate renewal is a simple matter involving no scraping or bedding in. The big end bearings are white metal lined. The valves are all on one side and the tappets are carried in a separate casting which is removable through the side of the engine casing. The whole of the tappets and valves are enclosed in the crankcase and thoroughly lubricated. The standard ignition system is a Delco coil set. Thermo syphon water circulation is adopted, magneto ignition can be supplied to special order in addition to the coil set, but it is not recommended. Lubrication is by constant level pump and trough system, the engine is suspended in the frame at three points and is readily removable.

The radiator is the gilled tube type with separate headers and side brackets.

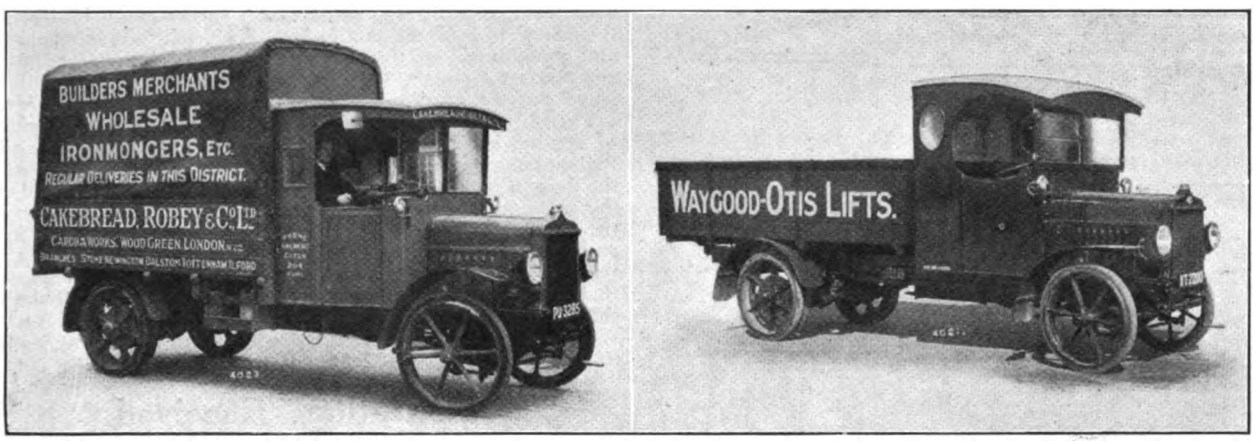
The clutch is the inverted cone type fitted with an adjustable clutch stop and there are flexible fabric couplings between the clutch and the gear box.

Four gears are provided, the first being 5·05 to 1, second 2·79 to 1, third 1·70 to 1, and the fourth is direct; the reverse is 6·32 to 1. The change speed operating mechanism is mounted on the cover of the gear box and arranged for left hand operation. The hand brake is also mounted on the side of the gear box and operates the internal expanding brake fitted immediately behind the gear box. The whole of the brake operating mechanism is contained within the gear box casing but can easily be dismounted without disturbing any parts of the transmission gear. The brake shoes also can be dismounted for re-lining without dismounting the gear box or cardan shaft.

The propeller is a tubular shaft of large diameter with a Spicer joint at each end.

The rear axle casing is made from solid high tensile steel stamping and carries the worm transmission gear mounted in a separate casing which can be quickly detached from the axle casing. The overhead worm shaft runs on roller bearings. Driving shafts of 100 tons steel transmit the power to the road wheels which run on floating bushes with replaceable bearing sleeves and are made from steel castings. Large diameter brake drums with internal expanding shoes are fitted. Worm and worm wheel steering is provided. The springs are very long and wide. The frame has steel side members 7 in. deep and are coupled on the dash and holds 13 gallons.

For the goods model cast steel wheels are fitted with 920 mm. by 100 mm. tyres single front, twin rear, solid Dunlop. For the passenger model detachable steel disc wheels are fitted with 955 mm. by 155 mm. pneumatic tyres and also a spare wheel and tyre are supplied. The lighting consists of a C.A.V. lighting set including a positively driven dynamo, switchboard, cut out and five lamps. The two head lamps are of special design and are bolted to the radiator side brackets. The chassis is fitted with grease gun lubrication throughout, no Stauffers being used. The price of the goods chassis with lighting set is £495, and the price of the passenger chassis with lighting, spare wheel and tyre is £550.



TWO 2-TON A.E.C. MODELS.

New Accident Poster.—The London "Safety First" Council have recently issued a new poster emphasising the need for extra care in order to reduce the number of accidents in the Metropolitan area. The poster is an ingenious one, utilising the wireless development in order to broadcast their warning to drivers to take more care.

Licensing Categories. — At a conference of local authorities in Leicestershire it was unanimously decided that ordinary licences should be granted to vehicles below a limited weight to be specified by Parliament, and fitted with pneumatic tyres; and that vehicles above that weight, and with solid tyres should, if licensed at all, be licensed under a different and much higher rate of duty.

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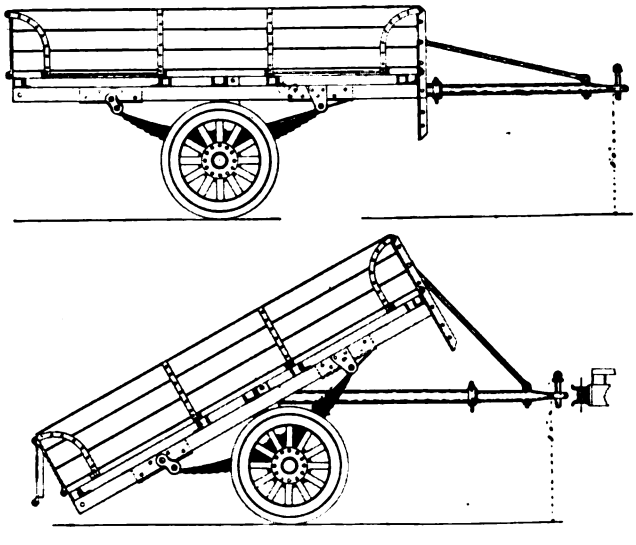
The "H.B." Self Loading and Tipping Trailer.

WE have received particulars from Henry Boys & Son, engineers, Walsall, Staffs., of their new type trailer which we are sure will interest our readers. The trailer is a two-wheeler and, therefore, easy to manœuvre. Its special feature is a telescopic draw-bar, the telescopic action of which is utilised for loading and unloading. When the draw-bar is to be used as a draw-bar, the internal sliding member is drawn out to its full length and secured in that position by a pin passing through a hole in the outside member of the draw-bar which registers with other holes in the internal member of the draw-bar. In this way the length of the draw-bar can be adjusted according to requirements. At the forward end of the sliding member of the draw-bar there is hinged a connecting rod, the opposite end of which is hinged to the front end of the trailer body, therefore, as the sliding member of the draw-bar is drawn outwards or thrust backward, the body of the trailer is made to come to the horizontal or to the required angle of tip, respectively. The angle of tip can be fixed by the pin adjustment. The body tips about the axle of the trailer. The inner end of the draw-bar is attached by a flexible coupling to about the centre of the trailer frame, that is, immediately above the trailer axle. The trailer wheels are provided with brakes which are under the control of the tractor driver. When it is desired to tip the



THE "H.B." SELF-LOADING AND TIPPING TRAILER.

trailer, the trailer brakes are applied and the pin, above referred to removed. The tractor is then backed and the sliding member of the draw-bar slides into the outer cylinder, and the body automatically tips. The inner end of the sliding member is provided with a leather cup valve so that the imprisoned air within the cylinder acts as a cushion and it also regulates the speed of the tip. A relief air valve is provided so that the speed of the tip can be regulated, the air valve being fully opened when the fastest tip is required. The sliding action of the draw-bar also is equally serviceable for loading purposes. To the forward end of the sliding member, a steel cable is attached which passes over a pulley, also at the centre of the trailer body immediately above the axle, and then through a trap door in the floor of the body. When the sliding member is pushed home to the full extent the body is, of course, in the tipping position, and the rear end of the cable is then made fast to the package it is required to load. By moving the tractor forward the package is drawn up on the trailer platform and co-incidently the platform commences to resume its horizontal position. If the package is to be transferred to the platform of the tractor unit, the dash board of the trailer, which is hinged, can be let down, thus forming a continuous tractor and trailer platform and the package can be moved forward by manual labour. The trailer can also be used as a bolster wagon, in which case the draw-bar may be lengthened if necessary so that loads of any length up to 40 ft. may be handled.

Obituary.

Frank Freston, Ipswich.

WE record with regret the death of Mr. Frank Freston, Princes Street, Ipswich, which took place on Friday, August 22nd last, from pneumonia.

Mr. Freston was a prominent removal and haulage contractor and very well known throughout the Eastern Counties. He was recently elected Chairman of the Norfolk and Suffolk Centre of the Furniture Warehousemen & Removers' Association and ex-officio a member of the Executive Committee. His cheerful and humorous disposition, combined with his practical knowledge of the trade, made him greatly appreciated among his fellow members.

Although Mr. Freston did not take an active part in the public life of Ipswich he was a great lover of sport of all kinds, especially football, cricket, coursing and bowls and in this way he made a great number of friends.

The funeral, which took place on Wednesday, August 27th, showed his great popularity and was attended by representatives of prominent business concerns and sporting organisations of practically every kind throughout the district. He leaves a widow and a son and daughter.

London Traffic Act, 1924.

THE Minister of Transport has made an Order, dated 26th August, 1924, fixing the "Appointed Days" for bringing into operation the London Traffic Act, 1924. Under Section 17 of the Act the Minister may appoint different days for different purposes, and for different provisions of the Act.

Under the Order now made, the 1st September, 1924, has been fixed as the "Appointed Day" for bringing into operation Section 1 of the Act, which deals with the constitution and appointment of the London Traffic Advisory Committee; and the 1st October, 1924, has been fixed as the "Appointed Day" for the purposes of the other provisions of the Act.

The object in deciding on an earlier date for the operation of Section 1 is to enable the Minister to proceed at once with the making of Rules of Procedure for the constitution of the Joint Committees of local authorities to be appointed for the nomination of representatives of the local authorities on the Advisory Committee. Most of the Councils of the local authorities concerned will be holding their first meetings after the summer recess in the month of October, and it is important that advantage should be taken of these meetings to secure the appointment of the local authority representatives on the Advisory Committee, in order that the Committee may be able to get to work with the least possible delay.

Publications Received.

TRADE TERM DEFINITIONS.—Merchanting, Shipping and Marine Insurance, by Cuthbert Maughan (Effingham Wilson, 16 Copthall Avenue, E.C.2. Price 4/- net).

Business men engaged in oversea commerce require to know the precise interpretation given to particular trade terms. It is essential that the proposed conditions of a contract should be thoroughly understood at the outset in order to avoid running any risk of subsequent vexatious controversy or litigation involving time and money and perhaps customers. Mr. Cuthbert Maughan discusses in detail such supposedly well-known phrases as F.O.B., F.O.R., etc., but it is obvious from his book that many points can be raised under such contracts which do not always come within the ken of the parties when the bargain is made. A chapter is devoted to the varying meanings of Trade Terms in different countries and attention is called to the need for caution in quotations. Each of the 45 chapters contains matter of great importance.

A NEW ROAD AND RAIL TRANSPORT MAP.—The Chart Publishing Company, of 7 St. John Street, Oxford, have just issued a map of England and Wales which will make a special appeal to members of the transport industry inasmuch as the chief main roads are coloured orange and bear in red the route numbers adopted by the Ministry of Transport. The mileage from town to town is indicated by blue figures. The systems of the four Railway Groups are shown in separate colours and every station in the country is shown in its correct group. Main roads leading through London are coloured and named. The Map, which measures 40 inches by 57 inches is supplied in two forms (1) To fold to fit in case, and (2) mounted for hanging on the wall. The price of the Map is 47/6 to include an Index Guide.

The Map which is a production of the well-known Cartographers Messrs. G. W. Bacon and Co., Limited, will enable a transport manager to sit in his office and trace the route of a contemplated journey from start to finish, noting the places to be touched en route and height above sea level, thus obtaining some idea of the contour of the country.

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Correspondence.

The Editor is not responsible for the views expressed in letters appearing under this heading. No letter will be inserted unless accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

HORSES AND LONDON TRAFFIC.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—In your last month's issue of the WORLD'S CARRIERS, you invited observations from your readers on the subject of the use of horses in connection with London Traffic. I see it has been urged that some of the congestion is caused by the use of horses, and relief would result if horse traffic were forbidden.

I am constantly travelling about London's streets and have been careful to observe the cause of the delays which are now so prevalent, and am quite certain that horses play a very small part in the matter, and their removal would make no appreciable difference.

Anything which affects the use, and consequently the breeding of horses would seriously injure an agricultural industry. Horse breeding is still an asset to farmers, and the British Cart Horse maintains its popularity all over the world. I should like to mention that greatly improved condition of the commercial horses on London streets. This has been brought about partly by the long journeys which were performed by horses and are now done by motors, and also by the great encouragement given to horse users by the Cart Horse and Van Horse Parade Societies, who are assisted by the Society for the Prevention of Cruelty to Animals.

Yours faithfully,
RICHARD S. TILLING.

THOMAS TILLING, LTD.
20 Victoria Street, Westminster, S.W.1.
August 27th, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—The reason why we still use so many horses in London is because we have no more efficient or economical power unit to put at the disposal of our customers for those services which they require, and which are within the horses' capacity to perform.

He is, in fact, the most up-to-date power unit for a great deal of the work that we at present know about.

Whenever it becomes clear that a particular job would be more efficiently or economically done by some other form of power, all persons engaged in providing transport must necessarily adopt that more efficient form in the interests of their own living as well as that of their customers.

If, Sir, these truths were considered by those who urge the abolition of the horse, we should hear no more of such talk.

It is agreed that certain mechanical forms of power unit are cleaner in the streets, and some of them use entirely home produced fuel, which both the horse and the petrol car do not, and what we as carriers should all welcome is the development of such a form of power which would make it an economical proposition to replace the horse in a way which would really advance the welfare of the public. We urge, that rather than have uninformed criticism about the horse as he is to-day, we should have real research made in the direction of finding a substitute for him at his present duties; as good a substitute as the various forms of motor car have proved for him in the long and arduous journeys such as he used to be asked to perform 10 or more years ago.

Yours faithfully,
JAMES PATERSON.

CARTER, PATERSON & CO., LTD.
128 Goswell Road,
London, E.C.1.
16th August, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—I can fully endorse your statement in the article referred to. In our particular business the horse is still a necessity, and likely to be for some time to come for short deliveries of packages and general merchandise, parcels, etc., in London and the provincial towns. These necessitate many stops, and motor traction would be prohibitive on account of the working costs, wear and tear, etc. However, where speed and distance are the factors, which is often the case now, the mechanical vehicle comes in, and for long journeys and return loads, etc., the horse is out of it altogether to-day.

Good commercial horses, not necessarily Shires, although cheaper than three or four years ago are in demand, and readily fetch good prices to-day, and it is still difficult to secure horses suitable for transport work absolutely sound even from the best dealers.

My firm are not directly interested in London cartage and although London streets are so congested, and it is a moot question as to whether horses should or should not be on London streets, it seems certain that delivery and collection services in the city and suburbs could not be remuneratively carried on by mechanical traction alone, and the retention of horses is now at any rate imperative.

Yours faithfully,
A. E. BEECHENER.

Chaplin & Co.,
65 Gresham Street, E.C.2.
22nd August, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—It was very gratifying to me to read your Editorial Notes in the August issue of the WORLD'S CARRIERS, concerning the question of horse transport as compared with motor transport. The points you make therein I can thoroughly endorse from the experience gained in our own particular business. We are concerned almost entirely with short-distance traffic of a very varied nature, and rely solely upon horse-drawn vehicles. We find the latter are more economical and more satisfactory in every way than motor vehicles.

The principal advantage of mechanically propelled conveyances is their speed, but this advantage is neutralized if the distance to be traversed is only small. It is obvious to anyone that the cost of repairs and upkeep of horse transport is considerably less than that of motor transport, and therefore, on the basis of "costs" alone it is plain that to use mechanical vehicles for transport on short journeys is an expensive luxury.

Another point in favour of horsed vans for use (in London in particular) is that owing to the narrow and tortuous streets in which most wharves and warehouses are situated motor vehicles are more difficult to manipulate; and cause delay to both themselves and other vehicles.

On the other hand, where transport firms undertake all kinds of haulage to any distances I know from experience that the use of motor vehicles is an absolute necessity.

Yours faithfully,
GEO. H. LLOYD.

A. C. Lloyd,
3 Tower Hill, E.C.3.
August 19th, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—We should like to endorse the views of Mr. A. B. Charlton, Secretary of the Shire Horse Society, on the claims of the horse in the August number of THE WORLD'S CARRIERS.

As transport contractors with an experience of over 60 years, we employ both horse and mechanical traction and find there are loads and journeys suitable for the horse which are not a paying proposition for the motor, and *vice versa*. For wharf, dock, and rail work where the journeys are short, the horse is pre-eminent.

In our opinion for town work the horse is holding its own, on the other hand motor traction is a most useful adjunct for transport, and the two methods in competition undoubtedly help to keep tonnage rates down, thereby helping food costs, but once eliminate the horse from the City streets and transport charges must assuredly increase.

We consider the prime cause of the congestion of the London streets is due to the large increase in the number of motor omnibuses for which many thoroughfares are not suitable.

In the interests of trade and, therefore, of the nation, the horse must still be allowed to remain the "friend of man."

Yours faithfully,
SAML. TAYLOR & SONS, LTD.,
LEONARD A. TAYLOR,
Director.

88a Tooley Street, S.E.1.
August 22nd, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—As regards the question of horses versus mechanical traction, our experience has been that they are both equally good in their respective spheres, and the motors enable us to deal with numerous long-distance journeys that would be impossible to do with horses; but there is also a vast amount of short journey traffic in London, on which motors cannot by any means be made to pay.

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The individuals who are anxious to get all horses off the road are, in my opinion, simply motor enthusiasts who only look at their own side of the question and possibly have had no experience and know nothing beyond it.

Our experience also shows that there are plenty of places where motors cannot be sent on account of premises not being suitable; therefore horses are necessary and likely to remain so for a long time to come.

I am, Yours faithfully,
TINGLE, JACOBS & Co.,
W. H. KINNER.

4 Billiter Street, E.C.3.
21st August, 1924.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—In reference to the Editorial and Correspondence in your current issue, may we be permitted to point out that there is an overwhelming mass of evidence to show that in every case the electrically-propelled motor vehicle is economically superior to the horse, under conditions of short haul and frequent stops. It will be generally conceded that no more favourable case to the horse can be found than in house to house collection of refuse. The Municipalities keep accurate costs and Sir Walter Gilbey's absurd collection of figures only shows at what pains he must have been to avoid known facts before building up his strangely biased case. Furthermore, his figures are glaringly self-contradictory, and for this reason alone are now generally discredited, yet, nevertheless, his article had done quite a lot of harm before the attention of prospective users could be focussed on the nature of his effusion.

When we say that the electric vehicle is economically superior, we only refer to the user's standpoint, which includes the avoidance by the horse of his fair share of taxation and the provision out of the public purse of a large amount of money to pay for the street cleaning he necessitates. From the communal point of view, these things must be added to the bill and, bearing in mind the long period during which the horse occupies crowded (and therefore valuable) road space in order to deliver a ton of goods, it is clear that his taxation per useful ton-mile should really be very heavy indeed.

To whom also must we debit the cost of the hours of delay daily which is thrown on the motor traffic by the horse? The time of an army of drivers and attendants, of business men, of valuable vehicles and of loads is wasted every day in a simply colossal fashion because our legislators have not the sense to see, or the courage to insist, that animals shall not be allowed to perambulate our busiest thoroughfares. This matter is pressing; as a nation we cannot afford to have horses in busy streets.

The horse interests in a last frantic effort to bolster up their case have also endeavoured to enlist public sentiment in their cause by assuming the role of the horse's friend. Could anything be more grotesque? One has only to watch the persistent cruelty arising from working horses under conditions of London traffic, to feel that shame alone should prevent us from continuing the practice. The sensibilities of the horse are not much, if any, inferior to those of the human race itself but his work in the London streets is far worse than that of any gulley slave and his conditions of housing in a big city are frequently deplorable.

In the country for riding or on the farm for agricultural operations, the horse is man's happy and helpful companion and we sincerely trust that he may continue to serve us in these or other useful spheres of labour. As a transport unit in crowded cities, he is a costly hindrance and an object of pity and it is impossible to tolerate his presence in this capacity much longer.

If any of your readers are contemplating using horses for serious transport problems in London, we are prepared to put up to them guaranteed running costs by electric vehicles which shall be lower than they can possible obtain by horse traction. The only stipulation we make is that a period of not less than three years shall be taken, as otherwise the question is, of course, decided on first cost which is known to be the one factor in favour of the horse.

Yours faithfully,
THE AUTO-ELECTRIC CO.,
L. MURPHY.

Cecil House,
Holborn Viaduct, E.C.
20th August, 1924.

REDLINE MOTOR SPIRIT.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—Our attention has been drawn to a report which appeared in a prominent London paper of 28/8/24 to the effect that the business of the Redline Motor Spirit Co., had been taken over by another concern. This statement had no foundation whatever, and was entirely untrue. A correction was published by the Journal in question on Friday, 29th August, but as many of your readers may not have seen the correction, or have been wrongly informed by motorist friends of this change of ownership, we would appreciate your giving notice in your columns to our complete denial of any change having taken place or been contemplated either in the ownership, management or quality of Redline Motor Spirit.

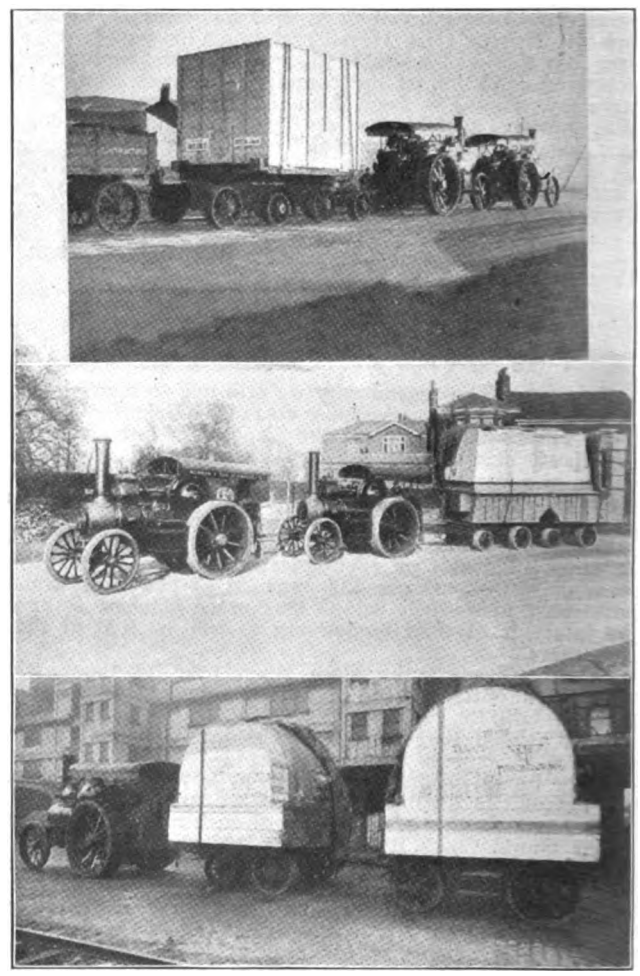
Thanking you in anticipation,
Yours faithfully,
for The Redline Motor Spirit Co., Ltd.,
R. D. STEWART,
General Manager.

Waterloo House,
16 Charles Street,
Haymarket, S.W.1.
29th August, 1924.

HEAVY HAULAGE.

To the Editor of THE WORLD'S CARRIERS.

DEAR SIR,—I notice in this month's issue of THE WORLD'S CARRIERS an item of a 50-ton Electrical Turbine being hauled at Birmingham for the Sydney Corporation and note they have had to use a steel plate Road to convey the load. This I cannot understand as we have taken similar loads out of the same works without any trouble as we use a special 8-wheel wagon



and we have hauled with one Fowler Rubber-Tyred Road Loco 87 tons for the Sydney Corporation of which we enclose you photograph. We also give you photographs of a 70-ton load from Preston to Liverpool which was conveyed over 30 miles in 10 hours, and a 40-ton Transverter conveyed from Preston to Wembley and placed in position without the aid of any steel plates.

Yours faithfully,
p.p. NORMAN E. BOX, LTD.,
N. E. BOX.

Manchester.
August 18th, 1924.

The Midland Rubber Co.—The name of the Midland Rubber Goods Manufacturing Company, Ltd., has been changed to that of the Midland Rubber Company (1923), Ltd., as from August 14th. Mr. Robert Young, late of the Dunlop Rubber Co., Ltd., has been appointed general manager.

Ransome & Marles Bearing Co., Ltd.—New London Address.—We are informed by Messrs. Ransome & Marles Bearing Co., Ltd., of Newark-on-Trent, that their London address is now 17 Victoria Street, Westminster, S.W.1. They will be pleased to receive calls from engineers and discuss their bearing problems with them.

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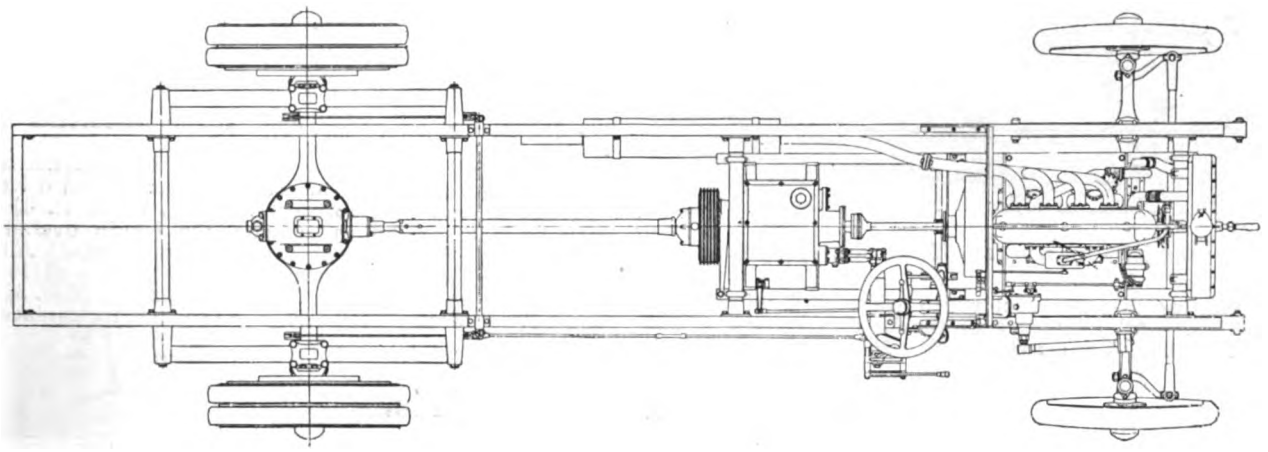
The Maudslay 2-2½ Ton Chassis.

THE Maudslay Motor Co., Ltd., of Parkside, Coventry, have produced a new 2-2½-ton chassis for general purpose duty. It is equally suitable for either motor coach service or goods transport. The Maudslay Motor Company many years ago, being amongst the earliest industrial motor manufacturers, earned a very high reputation as producers of industrial chassis of extreme trustworthiness, and this reputation they have always consistently maintained. The firm's chassis lay-out is particularly neat and the design and construction mark it as being particularly suitable to withstand heavy work and easy to keep in running order. We have not the slightest doubt but that the new chassis will be just as good in every respect as other models built by the firm and we, therefore, introduce it to the notice of our readers with every confidence.



PLAN SHOWING LAYOUT OF THE MAUDSLAY 2/2½-TON CHASSIS.

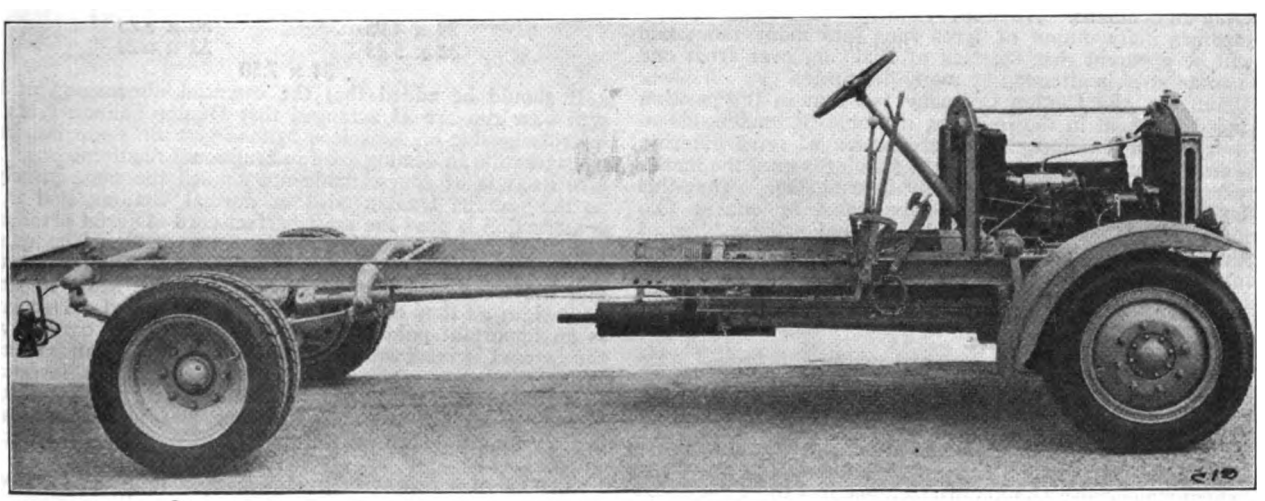
The chassis is fitted with a four cylinder engine of monobloc construction with detachable head also in one piece. Following the usual practice of the firm the valves are placed overhead and are accommodated in the detachable head. The valves are interchangeable and are operated by an overhead camshaft which is driven through bevel gear from a vertical shaft which in turn is driven by bevel gear from the crankshaft. All the camshaft gearing is enclosed, including the vertical shaft, in aluminium housing. The magneto and the centrifugal water pump are placed at the front of the engine, the magneto on the off side and the pump on the near side. These are driven by a cross-shaft which takes its drive from a skew gear on the camshaft vertical driving shaft.

A spur gear pump delivers oil under pressure to the five crank-shaft bearings, through suitable ducts, and thence to each connecting rod, big-end and wrist-pin. An oil lead also positively lubricates the overhead camshaft, bevel gear drive and bearings. The service filter may be easily taken out, to clean, through the crank chamber doors. The radiator is of the gilled tube type, the tube-block facing up to a cast-aluminium header and base; cooling is assisted by a fan.

The engine control levers are mounted on the steering wheel and face on friction discs. There is the usual foot accelerator. The carburetter is a Zenith and the induction pipe is hot-water jacketed.

Power is transmitted through a leather-to-metal inverted cone clutch, provided with a clutch stop, and through a short shaft provided with a universal joint to the gear box. The gear mechanism is of the sliding type and provides four speeds and a reverse. The splined shafts are mounted on ball and roller bearings, and distance between them is kept down to the minimum; the shafts are of large diameter and consequently very rigid. The gear ratios are: first and reverse, 5 to 1; second, 2·88; third, 1·73; fourth, direct. From the gear box to the back axle the drive is taken through a propeller shaft with a universal joint at each end; lateral movement is provided for. The forward universal joint of the propeller shaft is mounted on ball bearings totally enclosed.

Overhead worm is adopted for the final drive. The worm shaft runs on roller bearings which, with the large size ball thrusts, are mounted in steel liners fitted in the main casing. The back axle itself is of the Maudslay banjo pattern which has been standardised by the firm from its earliest days. It is produced in the solid from a billet of nickel-chrome steel and is consequently without weld. To the top of the axle forging there is bolted an aluminium casing which supports the worm and worm wheel and bevel gear differential. This assembly is also provided with roller and ball end thrust bearings. The axle forging carries the weight of the vehicle. The forging is bored to take the driving shafts which may be withdrawn when necessary through the wheel hubs, without taking up the chassis. When the axle shafts are slightly withdrawn the worm wheel and



SIDE VIEW OF MAUDSLAY 2/2½-TON CHASSIS.

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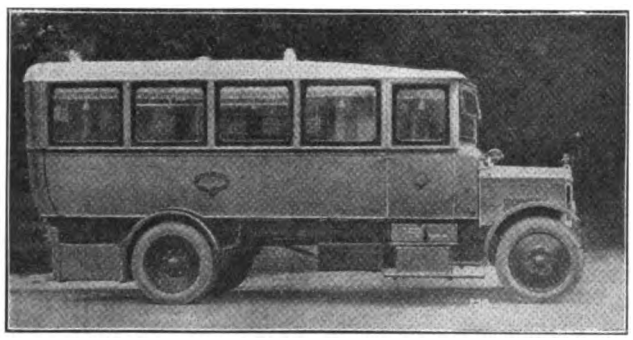
differential may be lifted out after unbolting the housing.

The foot brake acts on a drum carried immediately behind the gear box, and the braking action is resisted by a stout transverse arm bolted to the frame assembly. The hand brake acts inside the drums of large diameter bolted to the rear wheels. The shoes are made to expand by means of cams.

The steering gear is of the Ackerman type with irreversible worm and wheel which work on Timken roller bearings. All joints are of the hardened cup and ball type. The front axle is of "H" section and is a stamping of high tensile steel. Semi-elliptic springs are provided fore and aft which have been carefully proportioned to combine strength and flexibility. The front springs are immediately beneath the frame, whilst the rear springs are carried on brackets outside the frame opposite frame cross members. The rear springs are 4 ft. 6 ins. in length and the front springs 3 ft. 4½ ins. The side members of the frame are straight as also are the sub-frame members carrying the engine, clutch and gear. These members are rolled steel channels. The cross members are wrought steel tubes of which there are four. The frame members are bolted together, no rivets being used.



THE 2/2½-TON MAUDSLAY 25-SEATER SALOON BUS.

When the chassis is intended for goods carrying cast steel wheels are used with solid tyres 863 mm. by 100 mm., fitting size 771 by 100 mm.; twins are used on the rear wheels. If the chassis is intended for passenger service pneumatic tyres may be fitted mounted on disc wheels. The petrol tank is carried on the dash. The passenger chassis has a longer wheelbase than the goods lorry and the fuel tank is carried at the rear end of the frame, and Autovac carburetter feed is used.

The general dimensions are as follows: Wheelbase 12 ft. 6 in., track 5 ft. 6 in., loading space behind driver's cab 13 ft. 5 in. with forward controls, or 11 ft. 4¼ in. with controls behind the engine, the length overall is 18 ft. 9 in. These are standard measurements. Alternatively the wheelbase may be 13 ft. 6 in. and 14 ft. The overall length with the 14 ft. wheelbase is 20 ft. 3¾ in. The overall width is 6 ft. 7 in., the ground clearance is 10½ in.

Dunlop Cord Balloon Tyres.

ALTHOUGH it is generally known that the Dunlop Rubber Company is no whit behind its competitors—British and Foreign—in the production of balloon tyres, some surprise has not unnaturally been expressed at the apparent delay in making public the company's full intention.

It is explained that whilst its tyres have been in production for quite a considerable length of time, the demands of the chassis manufacturers have, so far, more than absorbed the output. Rather than occasion disappointment to those motorists anxious to convert their tyre and wheel equipment, it has been thought wise not to advertise the balloon tyre at a time when reasonable deliveries could not be guaranteed. This position, it may be remarked, exists to-day, but every effort has been and is being exerted to cope with the demand —with the result that the Company is now within sight of meeting all demands. When it is remembered that the Dunlop Company's *daily* output of tyres runs into many thousands it will be apparent that the task of changing over from one type to another is attended by many difficulties.

Again, too, the Dunlop Company felt that in the position occupied by them in the industry, it would be inadvisable to go too far, or too fast, in the production of tyres differing so widely in principle from accepted standards until the merits of every type had been thoroughly investigated. That this policy was amply justified is demonstrated by one or two significant facts. For instance, the original balloon tyres as produced in U.S.A. were of an exaggerated character, and the Dunlop Company, which has had practical tests in process since 1917, formed the opinion that considerable modifications in size would be necessary before final adoption. This has actually proved to be the case.

Then again, they had to choose between the beaded edge and wired-on types of tyre. Wedded to neither—since there have been Dunlop tyres of both types for about 30 years, and the whole principle is a development of one of the earliest of the Dunlop cycle tyre patents—the Dunlop technical advisers preserved an open mind. Then, chassis manufacturers, many of whom standardise Dunlop productions, had to be consulted and their technical requirements fully provided for.

Finally, a decision was arrived at based on the unanswerable argument that a tyre designed to be run at extremely low pressures should be independent of the inflation pressure for its retention upon the rim. This theory was exhaustively tested and has completely proved its inherent soundness in practice. Hence the Dunlop balloon tyre is of the wired type, and, unlike beaded edge tyres which are essentially inflation hold—is retained on the rim by virtue of its inextensible wire edges being smaller in circumference than the lips of the rim.

Now, in this respect it is identical with the straight side type of tyre—which, as everyone knows, is standard in America on all cars except some of those using the smallest size of tyre—the adoption of which in this country has been delayed chiefly because of its higher initial cost. In balloon tyre practice, however, this difficulty can be removed, and a tyre constructed on straight side principles offered for the first time at a price no higher than that of a beaded edge tyre of the same nominal size and capacity. The Dunlop balloon tyre, it should be remarked, is used in conjunction with a well base rim made in a single piece, in which the necessary strength can be provided by a much lighter construction, and which provides an extremely simple means of fitting and detaching the tyre. The construction also permits the tyre valve to come through the side of the rim—a feature which will be much appreciated when it is remembered that the actual diameter of the wheel is very small and that there is an increasing tendency towards the adoption of larger brake drums and front wheel brakes.

The following sizes which are recommended S.M.M.T. practice have been adopted by the Dunlop Company. (See official I.A.E. Data Sheet No. 110).

27 x 4.40	28 x 4.95
29 x 4.95	30 x 5.25
32 x 5.25	32 x 6.20
34 x 7.30	

It should be added that the essential dimensions of this well base rim are so arranged that Dunlop balloon tyres are interchangeable on American balloon tyre rims—an important consideration in dealing with international requirements. The tyre itself is of course made upon much the same principles as the famous Dunlop cord of normal sections, and in its construction is used the most perfect cord material obtainable, produced at the Company's own cotton mills. The quality of the rubber used is identical with standard Dunlop practice, and the tread provided is essentially of the same thickness and width as that of the normal tyre displaced. This latter is an important point inasmuch as the area of contact with the ground is increased by lengthening rather than widening. A long and comparatively narrow contact area is favourable to the prevention of skidding. The tubes provided for Dunlop balloon tyres are moulded to shape and fit the covers so exactly that all parts of the tube walls are equally stretched in use.

One of the most vitally important points to watch with regard to balloon tyres—and this applies to all types, and not to the Dunlop in particular—is the inflation. With low pressure tyres, the margin of error possible without adversely affecting the performance of both car and tyres is very small, so that for best results the makers' recommended pressures for the applied loads must be adopted and maintained.

It is especially important to realise that with balloon tyres it is just as important to avoid too high inflation pressures as it is to guard against too low pressures. High pressures in these large tyres impose tremendous strains on the cords, and may result in early failure. Besides at *high* pressures balloon tyres have far less cushioning than the smaller high pressure tyres.

The ordinary tester being insufficiently sensitive, the Dunlop Company has produced a new type which registers extremely low pressures with accuracy. It is provided with a neat dashboard fitting to ensure that it is readily accessible at any

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time. Other Dunlop accessories specially designed for use with Dunlop balloon tyres are a simple lever—the only tool necessary for the operations of fitting and removing—a unique twin stroke foot pump, and a new jack. The fact should not be lost sight of that jacks provided for use with normal tyres are seldom suitable for balloon equipment. What is required is something that is smaller when closed, owing to the greater "drop" of the tyre, and capable of lifting higher.

It should be added that whilst providing a comprehensive range of its balloon tyres in the wired type, the Dunlop Company is in addition producing a 31 x 4.40-in. beaded edge balloon tyre, intended to displace the 30 x 3½-in. tyre without alteration to rims. This tyre will be much in demand for Beans, Chevrolets, Crossley "fourteens," Fords, Overlands, Galloways, Swifts, etc., and is already on sale.

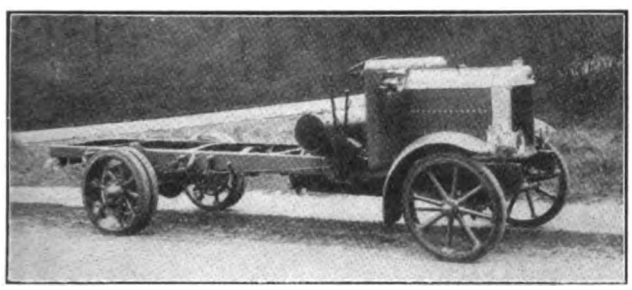
The New 4-Ton Dennis Chassis.

DENNIS BROS., of Guildford, have produced a new 4-ton chassis, the layout and construction of which follows very nearly those of their 3½-4-ton W.D. model, 6,000 of which they supplied to the Allies in the Great War and which our Motor Notes columns in this journal have shown to be in civilian service in practically every part of the world. The new chassis is somewhat more robust than the W.D. model in order to give it sufficient stability to carry 4-ton net loads.

The following are among the distinctive features of the new model:—

(1). A deep curved radiator, the object of which is to increase the cooling capacity.

(2). Large front wheels to provide easier steering and smoother running over uneven ground.



THE NEW 4-TON DENNIS CHASSIS.

(3). As compared to the 3½/4-ton model, a frame of increased depth and length to support a heavier load and to provide a longer wheelbase.

(4). Springs of exceptional length to ensure easy riding when the vehicle is empty, or only lightly loaded, excessive movement being checked by the fitting of volute springs to the frame.

(5). Low loading platform without sacrifice of road clearance.

The engine has four cylinders, cast in pairs with a bore and stroke of 115 mm. by 150 mm. and developing 40-50 h.p. The inlet valves are placed on the off side of the engine and the exhaust valves on the near side. The valve movement is entirely enclosed. The carburetter is a Claudel-Hobson with gravity feed and the induction pipes are water heated. Ignition is by high tension magneto. A feature of the design is the accessibility of the magneto, oil pump, carburetter and fan drive. The water circulation is by centrifugal pump. The radiator is of the built up type with vertical copper-gilled tubes; it is carried on rubber-lined trunnions; the portion carrying the tubes can easily be dismounted from the top and bottom headers. The clutch is the inverted cone type, faced with Ferodo; it has external springs for adjustment and a clutch stop is provided. The shaft from the clutch to the gear box is provided with two fibre disc type universal joints of large diameter.

A four-speed gear box is provided, the box being a special aluminium casting fitted with a larger cover, easily detachable, and a second smaller cover for the introduction of lubrication. The gear shafts run on ball bearings, whilst the gears themselves are of chrome nickel steel and are of such width and pitch so as to ensure long service. The fourth speed gives direct drive; the gear control is by a single lever working in a gate at the side of the chassis. The engine, clutch and gear box are supported on a chassis sub-frame.

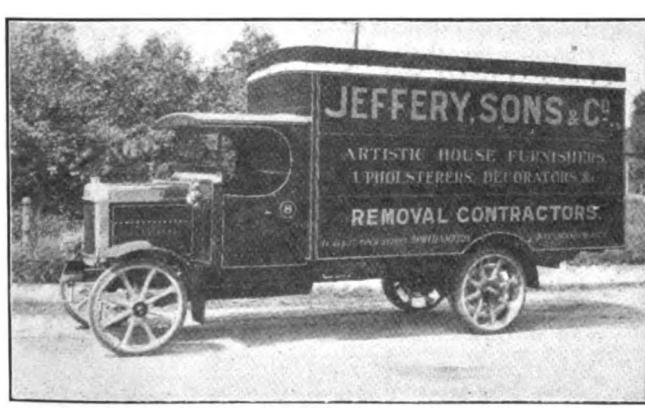
Another special feature of the chassis is a thrust cross member which is mounted on rubber-enclosed trunnions. This cross member carries the forward end of the torque tube, it is coupled to the cross member by a large spherical head which permits perfectly free movement. The torque tube is of large diameter and encloses the propeller shaft. The propeller shaft itself is provided with a universal joint inside the spherical head above referred to. There is also another universal joint on the propeller shaft, immediately at the back of the gear box.

The back axle is contained in a steel casing which carries the weight of the vehicle. Following the firm's standard practice, the power is transmitted through a Dennis worm-driven rear live axle. The steel casing or load-carrying member is provided with a cover which supports the worm shaft, the worm wheel and differential gear all of which can be separately lifted clear out of the casing. The live axles can also be withdrawn without lifting the chassis. An oil filler is fitted in an accessible position on the back of the axle casing and enables the whole level to be easily ascertained. The rear wheels run on hardened and ground bearings which are fitted with gun-metal floating bushes.

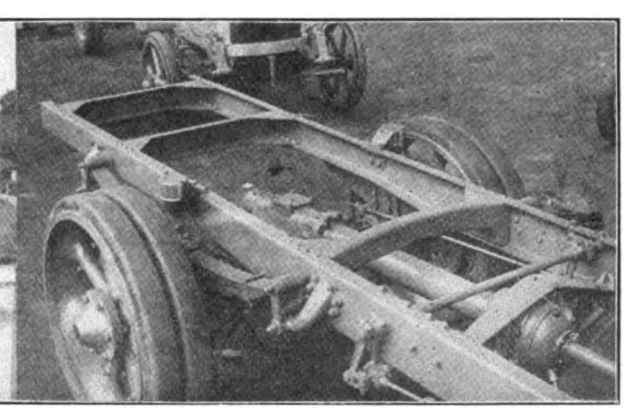
The side and cross members of the frame are of pressed steel, channel section, and there is an undershield of non-rusting sheet steel which extends from the engine to the back of the gear-box. The sub-frame which carries the engine, clutch and gear box, is suspended at three points to ensure flexibility.

The wheels are the hollow spoke pattern carrying tyres 1,000 by 130 mm. single front and 1,031 mm. by 130 mm. twin rear. The steering is on the Ackerman principle with heavy worm and sector. The steering connections have spring loaded ball joints at either end.

The footbrake is of the contracting type and the hand brakes are of the expanding type.



THE 4-TON DENNIS FITTED WITH A FURNITURE BODY.



SHOWING FINAL TRANSMISSION OF THE DENNIS 4-TON CHASSIS.

The chassis dimensions are as follows:—Length overall, 21 ft. 5 ins., width 6 ft. 9⅞ ins., wheelbase 14 ft. 1½ ins., dash to end of frame 16 ft. 11½ ins., and there is an exceptionally low loading level of 2 ft. 9 ins. The chassis price is £750.

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Merseyside Notes.

FROM OUR OWN CORRESPONDENT.

Preston Motor Parade.—The Preston Area Committee of the Commercial Motor Users' Association are holding their third annual parade of commercial motor vehicles on Thursday, September 25th, Mr. Walter Atkinson again being the organising secretary.

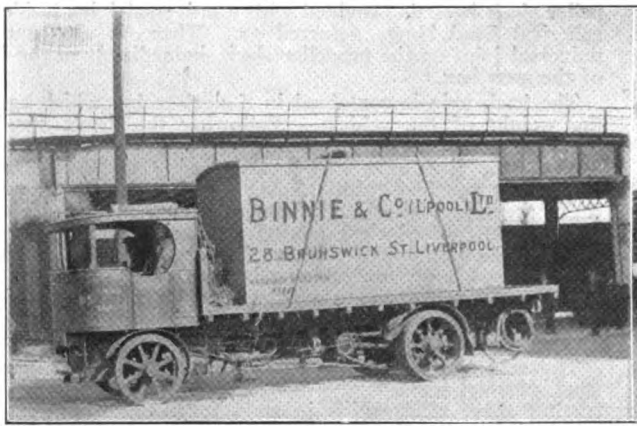
Haulage Contractors 2,000 Tons a Day.—Messrs. Jarvis Robinson Transport Ltd., motor haulage contractors, of Liverpool, who were amongst the pioneers of distance meat transport from Liverpool, is a combination of several smaller concerns, some of whom were engaged in transport as far back as 1870. They control a fleet of 30 steam and motor vehicles, and have stabling accommodation for close on 300 horses. Every week, loads of meat are transported to all parts of the Midlands, and hardly a meat steamer arrives at Liverpool without Messrs. Jarvis Robinson Transport Ltd., sending vehicles to help in the distribution of its cargo. As many as 40 vehicles have, at times, been employed to work the cargo of one steamer. Of course, Messrs. Jarvis Robinson Transport Ltd., handle general merchandise as well. Every day this firm handles something like 2,000 tons of traffic, including timber, iron, machinery, cotton, wool and provisions.

A Quiet Month.—August being a holiday month, very few meetings of the local transport associations were held, but now they will resume business.

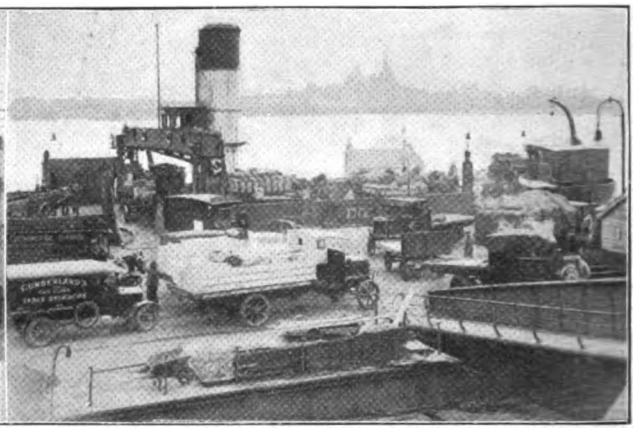
Haulage Conditions on Merseyside.—Although general haulage conditions in Liverpool are rather quiet, short haulage contractors are enjoying fairly regular trade. Several big contracts involving the excavation and transport of great quantities of soil, etc., are in course of execution. For regular work there is keen competition. With regard to distance haulage, one of the complaints most generally heard is that vehicle owners from other districts, when visiting Liverpool, are often prepared to run at rates which precludes the possibility of local contractors entering into serious competition. The exploitation of the return load, of course, is a long-standing grievance and irregular labour conditions in the leading transport centres in south-west Lancashire, make things still more difficult for local contractors.

Cross River Traffic. — Important proposals affecting Mersey cross-river goods traffic are engaging the attention of the Wallasey Corporation. Improvement of the Seacombe Ferry goods service is sorely needed. The Wallasey Ferries Committee has decided to ask the Council to proceed at once with a portion of the scheme for the provision of new electric traffic lifts and a new floating roadway at Seacombe Ferry. It was stated in committee that the Ministry of Transport had agreed to renew their offer to pay for fifteen years 50 per cent. of the interest charge on the amount expended conditional upon the work being proceeded with during the coming winter. The excavation for the floating roadway will, of course, provide a considerable amount of work for unskilled labour. It is urged that Wallasey's share of the cost of the scheme will be practically covered by the saving of the outlay on the upkeep of the obsolete hydraulic lifts, while a further material point is that the Dock Board have offered to commute their present percentage charge upon the gross goods received, conditional upon Wallasey putting its undertaking in a position to deal effectually with the traffic problem. Furthermore, the boats will be able to accomplish their work more expeditiously, for the simple reason that the vehicles carried will be more quickly cleared from the stage, while there is bound to be an increase of traffic, and, therefore, an increase of revenue.

Liverpool's Fifth Parade.—The fifth annual parade of the Liverpool Area Committee of the North Western C.M.U.A. will take place at Liverpool on Saturday, September 27th. Messrs. Fairrie & Co., Ltd., sugar refiners, of Liverpool, are presenting to the Association, a silver challenge cup, to be competed for by haulage contractors who are members of the C.M.U.A. It has been decided to award this cup from year to year to the owner of the steam wagon which is, in the judges' opinion, the best vehicle on parade, having regard to all circumstances. Other challenge cups are: "Sentinel" silver cup, presented in 1920 by the Sentinel Wagon Works (1920), Ltd., to be held for 12 months by the owner of the best fleet of three steam vehicles of any make; "Thornycroft" silver cup, presented in 1920, to be held for 12 months by the owner of the best fleet of three petrol vehicles of any make. Cash prizes and certificates will be awarded in the various classes other than fleet classes, to the drivers and assistants of the winning vehicles. The competitions in the steam and petrol fleet classes will be open to all members whether haulage contractors or not, but in the single vehicle classes haulage contractors and members whose principal business is other than haulage contractors will compete in two separate divisions. There will also be a special class for vehicles owned by non-members of the C.M.U.A.



A LEYLAND STEAMER AND TRAILER OWNED BY MESSRS. JARVIS ROBINSON TRANSPORT, LTD.



WALLASEY FERRY (FOR VEHICULAR TRAFFIC) PROPOSALS FOR THE RECONSTRUCTION OF WHICH ARE NOW RECEIVING ATTENTION.

Motor Coach Inspection.—The series of char-a-banc accidents has led to suggestions that greater supervision might be helpful. A member of one Liverpool firm of motor engineers has been prompted to make the suggestion that all char-a-bancs should be regularly inspected, just as taxicabs are; that they should be forced to carry a sprag to prevent their running backwards down hills; that insurance companies should be more rigorous in their demands from the would-be policy holders; that char-a-bancs should use only pneumatic tyres, as solid tyres cause dangerous vibration, which crystalises the steering gear and creates a tendency to snap; that the dimensions of the vehicles should be controlled. "The weak points," he said, "are the break-rods, steering-gear and joints, and torque stays. These ought to be carefully inspected by some expert and declared safe before they are used." Three years ago powers were sought by the City Corporation to take control of all vehicles for hire, including char-a-bancs and motors used for hackney carriage, but the Bill in Parliament was severely opposed by the motor trade, and thrown out.

The S.M.M. & T. Steam Vehicle Committee Chairmanship.—Mr. V. R. Garrett, of R. Garrett & Sons, Ltd., has been unanimously elected chairman of the steam vehicle committee in succession to Mr. George Hoare, who has been chairman since the inception of the committee in 1918 and who has, unfortunately, had to resign owing to ill health. Mr. J. M. Dallas, of the Mann's Patent Steam Cart & Wagon Co., Ltd., has taken the place of Mr. Hoare on the Council.

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Manchester Notes.

FROM OUR OWN CORRESPONDENT.

A Bird's Eye View.—August has proved a very quiet month except for the motor coach section. Furniture removals were very few and on the general haulage side the greater percentage of plant seems to have been disengaged.

Fines on Motor Drivers.—For the past two years the commercial motor owners have been complaining very strongly of the heavy fines inflicted by the Police Courts where the speed limit has been exceeded, if only by a small margin, and it appears that instead of relief in this direction the fines are to be increased. Superintendent Yates, at the Manchester County Police Court, on 22nd August, said that very considerable damage was done to the roads by heavy vehicles travelling at a high speed which was causing considerable annoyance to the occupants of houses on the roadside, and he pressed strongly for increased penalties on the drivers of heavy motor vehicles which have exceeded the speed limit. After the appeal a number of defendants were fined £5, and others £2, the speeds ranging from 16 to 19 miles per hour as against the legal limit of 12 miles per hour.

Road versus Rail.—The question of sending traffic by road in competition with rail is constantly arising from some individual case, and whilst the road transport contractor usually complains of the low special rates offered by railway companies to firms in order to take business from the road it appears that on the other hand traders complain of the high charges by the railway companies for small parcels. A correspondent of the *Manchester Evening Chronicle* recently drew attention to what he considered excessive railway charges for the carriage of goods between Liverpool and Manchester, his experience being that for a parcel weighing 18 lbs. (value 10/-), he was charged 2/5d. at goods train rate, whilst he could have had the service performed by road carriers for 10d. On analysing the railway rate it is made up of 9d. for collection, 11d. for rail carriage, and 9d. for delivery, as against the inclusive service by the road carrier. This only goes to show that with proper organisation carriage by road could be done more efficiently and cheaply than by rail, but it is essential that road transport contractors should have standard rates by scale of weights in order that traders should know exactly what the costs are to be. Recently there have been very many complaints of the rates charged by road transport contractors between Manchester and Liverpool, and the rates vary from 8/- to 14/- per ton; the former figure obviously is unremunerative and it is unfortunate that the Liverpool and Manchester road transport contractors cannot see the wisdom of agreeing a rate for carriage of merchandise between the two ports, particularly as their respective organisations are able to give considerable assistance in establishing rates between the two ports which will satisfy traders with the road service and ensure an economic revenue to the haulage contractor for his work.

Thefts From Lurries.—Reference has been made in this column on previous occasions to the number of thefts from carriers' lurries experienced in the centre of the City, and a watch by the Police resulted in a prosecution recently of a man who had stolen goods valued at £34 from a railway lurry. In connection with this case it was stated that in one week in one street alone parcels to the value of over £100 were stolen. This case is reported in order that readers may make arrangements for a watch on their lurries whilst delivering in the centre of the City.

Manchester-London Steamers. — On 29th August a number of people inspected the latest addition to the fleet of coastwise steamers owned by Messrs. Fisher, Renwick Manchester-London Steamers, Ltd.,—the steamship "Sentry." She was loading at No. 4 Pomona Dock in the Manchester Port for her maiden voyage to London, on which she was to sail at noon on 30th August. Built by the Tyne Iron Shipbuilding Co., Ltd., the "Sentry" embodies, it is claimed, all the latest possible improvements for the rapid handling of all kinds of general cargo. Something of this the visitors were able to appreciate. In dimensions, 230 ft. by 35 and 17, the "Sentry" has a gross tonnage of 1,014. There are three large holds, having a cubic capacity of 101,945 ft. The vessel is of the awning deck type with 'tween decks throughout, where perishable and fragile goods may be carried without risk of damage. Speaking to the visitors, Sir George Renwick recalled the fact that since the canal was made the Fisher Renwick steamers had been regularly in the Port. He referred also to the interest the Company had taken in the establishment of dry docks. The Company were well satisfied with their business in relation to the Manchester Port. Captain W. C. Bacon, Chairman of the Manchester Ship Canal Co., spoke in appreciation of the manner in which the Fisher Renwick Company had from the beginning taken advantage of the facilities afforded them by the Port, and pointed to the savings effected by those who had direct consignments to Manchester. He mentioned one instance in regard to cotton shipments by the canal in which a firm near Oldham saved by this means 14/6d. a ton.

Manchester Corporation Monopoly Challenged by the North Western Road Car Co., Ltd.—Mr. R. H. Tolerton, of the Ministry of Transport, held an Inquiry at the Manchester Town Hall on 4th September, arising from an appeal by the North Western Road Car Co., Ltd., under the Roads Act, 1920, with respect to the refusal of the Manchester Corporation to grant the necessary permission to run bus services along certain routes into the City. At the present time the Manchester Corporation owns and controls the whole of the trams and buses operating in the City, and the only route in which privately-owned bus services are run is along Wilmslow Road, Barlow Moor Road, Palatine Road (Didsbury), to Northenden and Altrincham. The view of the Manchester Corporation is that if privately-owned bus services are to be permitted the existing tram and bus services owned by the ratepayers will be damaged.

The three routes upon which the North Western Road Car Co., Ltd. require to run are as follows:—

1. To vary the route taken by the Company's buses between Stockport and Altrincham. A short section of this route is also within the City boundary, passing along Parr's Wood Lane, Wilmslow Road, Barlow Moor Road, and then along Palatine Road towards Altrincham, by way of Northenden. The Company wishes to vary this route by taking buses along Parr's Wood Lane, Burnage Lane, Fog Lane, and Lapwing Lane to the Palatine Road tram terminus, and thence towards Northenden by the Palatine Road.
2. To extend a bus service at present terminating at Cheadle along Wilmslow Road and Lapwing Lane to the Palatine Road terminus, returning by Palatine Road, Barlow Moor Road, and Wilmslow Road.
3. To run buses from Cheadle to the Slade Lane tram terminus along Wilmslow Road and Kingsway.

The last-named appears to be the most important of the three proposals. Except for Kingsway, all the roads over which the Company wishes to run are served by the Corporation with tramcars or buses. Kingsway at present has no organised passenger transport, either publicly or privately owned, but the Corporation, which made the road, has received powers this year to lay tramlines along the sleeper track which runs the length of the road and is part of it.

Nottingham Notes.

FROM OUR OWN CORRESPONDENT.

North Midland Road Transport Joint Board.—A subcommittee has been appointed to work out and to operate a definite scheme to ensure payment of standard rates of wages by all employers. A proposal has been made that each association of employers shall request its members to report all cases which come to their notice of contractors obtaining contracts with public bodies where they have evidence that the standard rate of wages is not paid. Many other points have arisen which will be thoroughly dealt with and, if necessary, legal advice will be taken to ensure a sound system of dealing with this very important matter in the interest of the contractors who are loyally carrying out the agreements of the Joint Board.

Nottingham and District Master Carters' Association.—Contract work with the Nottingham Corporation has been the means of keeping the horse contractors fairly busy through the summer period, and there appears to be a lot of work to be done during the coming winter. Unfortunately the old trouble of farmers sending horses and carts in their slack periods on various town jobs is causing dissatisfaction amongst legitimate carting contractors. It is felt that the farmers are avoiding the town rates for carting, and are, therefore, in a position to compete unfairly. A protest has been made and it is hoped that as a result the practice will be definitely stopped.

Furniture Removing News.—The remarks made in the August issue have apparently had some effect, for news has reached the writer of these notes that a meeting will shortly take place when it is hoped that those contractors who are really out to further the interests of the removal business will come forward in an endeavour to restore confidence and avoid the unnecessary cutting of rates.

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Midland Notes.

FROM OUR OWN CORRESPONDENT.

The State of Trade.—General trade in the Midlands has been slack during August. Motor coach proprietors have had a good time on the whole during the month, and in most cases it has been difficult to hire vehicles for private parties at short notice. Both long and short distance trips have been well patronised, in spite of the vagaries of the weather.

The Blockley Motor Chara Smash.—The end of the August Holidays in the Cheltenham district was marred by the sad accident at Blockley, a Cotswold village, in which seven persons lost their lives, in a runaway motor char-a-banc. The vehicle involved was a Ford, and at the inquest a motor engineer who inspected the vehicle on behalf of the Police, stated that he examined the vehicle whilst it was lying on its side at the foot of the hill on which it got out of control, and "found that the transmission driving plate immediately behind the engine and in front of the gear-box was disconnected, the eight rivets fastening the driving shaft to the driving plate having been sheared off." The effect was that neither gears nor the foot brakes were of any use. It was suggested that the rivets had worked loose, and a sudden jolt, due to a gully in the road had thrown an extra strain on the foot brake which caused the rivets to shear off. The owner of the vehicle stated that the brakes had been re-lined about three weeks prior to the accident, in readiness for the holidays. He drove it himself with a full load and it went well both up and down the hill. The driver of the vehicle, aged 21, was in hospital, and unable to give evidence at the inquest, but he told the owner that he heard the transmission go just as he came over a dip in the hill. The inquest was adjourned.

Proposed New Road at Darlaston. — The Darlaston (Staffs.) Council had a long discussion at its last meeting with regard to a proposed new road from Fallings Heath to the Isolation Hospital. The road, if constructed, would undoubtedly be a great convenience and would obviate the present inconvenience caused by the level crossing in Heath Road. The members of the Council were divided in their opinions as to the advantages or otherwise which would be derived from the road, but on the casting vote of the chairman the matter was referred to the General Purposes Committee for consideration.

Motor Lorry Kills Station Master. — A remarkable accident occurred at Spondon, near Derby, which resulted in the death of the stationmaster who was actually killed whilst sitting at his desk in his office. A six-wheeled lorry came over the sharp crown of the canal bridge, which is only a few yards from the level crossing at the L.M.S. station and commenced the short steep descent. The driver then saw the gates of the level crossing closed in front of him and a train approaching. He at once applied his brakes, but realised that he could not pull up in time to avoid running into the gates, therefore he turned sharp to the left into the recess at the station entrance. Before he could stop, however, the lorry crashed into the station buildings and into the stationmaster's office. The stationmaster was so seriously injured that he died almost immediately. The driver of the vehicle, owned by Messrs. Clifford and Son, of Kensington, London, was uninjured.

Pershore Roads Improvements.—At a recent meeting of the Pershore Rural District Council, two road widening schemes, involving an expenditure of £11,000 to £12,000 were sanctioned. The schemes which will be carried through during the winter include the widening of the Pershore Lane-Spetchley Road and of the Pirvin-Upton Snodsbury Road. The first-named scheme will improve a road which is being increasingly used by traffic wishing to by-pass Worcester, and will be subject to a 75 per cent. grant from the Ministry of Transport, whilst the latter scheme will be subject to a 50 per cent. grant.

The Nuneaton Disaster.—At the time of writing the inquest on the seven victims of the Nuneaton motor omnibus disaster is adjourned, and therefore the accident cannot be commented upon in full. The vehicle involved was a Ford Tonner fitted with a bus body of the single deck type, with front entrance. It appears that the vehicle caught fire when the petrol tank in the front was being replenished, and a strong breeze blowing towards the vehicle immediately fanned the flames into the vehicle. Doubtless the tragedy will lead to the introduction of legislation which will mitigate against such disasters in the future. It would appear that vehicles of this description should not be filled up with petrol whilst carrying passengers.

Yorkshire Notes.

FROM OUR OWN CORRESPONDENT.

Trade Conditions.—It cannot be said that trade is in any more satisfactory condition than it was even a few months ago, and one good source of revenue, the building trade, has been closed during the best part of the summer season due to the operatives' strike. This has had a material effect upon the transport industry, and the unfortunate part of the affair is that before the winter begins there will not be sufficient time to make up the leeway. The West Riding textile trade is, perhaps, a little better placed than it was, but when trade is slack the railways have an advantage as they are able to find storage for wool, whereas the transport trade cannot. As a matter of fact scores of railway wagons are often to be seen to-day in sidings sheeted up but containing bales of wool which the owners are content to pay demurrage upon rather than remove to their own warehouses. The railway companies are prepared to allow their wagons to lie up.

The Motor Coach Position.—With the good weather for the opening of the motor coach season there was every indication that coach owners were to have a good time this year, but, unfortunately, the weather has been more in keeping with the two preceding summers than the early weeks presaged. There was undoubtedly a boom in motor coaching when the weather was good, but coach owners cannot fight against rain and lack of sun. Added to this there was the attraction of Wembley for large parties who might otherwise have been induced to travel to some holiday centre nearer home. Perhaps next year an effort might be made by motor coach proprietors to make what has this year been a works trip to Wembley into an annual affair in which some of the proceeds come into the transport industry.

Echo of a Law Suit.—The importance of the action arising principally out of haulage contracts with the Leeds Corporation in which a Leeds Alderman was concerned in his capacity as a director of a transport company is only beginning to be realised now that the result of the case is being discussed among members of public authorities. In many places it is being found that there are many persons who are similarly placed on local authorities who are directors of companies having contracts with the same body. City councils all over the country are having to consider their positions in view of the ruling. Many men in the haulage trade will hesitate before giving their services to a town if they are, in consequence, to be debarred from any work which might present itself.

Municipal versus Private Trade.—The position of the private trader as opposed to a municipal authority looks like assuming a problem of some importance during the next few years in connection with passenger transport undertakings. No kindly eye is turned by City Corporations upon the many bus undertakings which look like breaking into the monopoly of a tramway service, and in this direction the municipal authority has the advantage unless the bus proprietor can put matters before the higher authorities in a light favourable to himself. The Ministry of Transport has shown itself an impartial mediator between local authority and private owner when the private owner has shown that he is out to provide something which would be of public utility. Now the municipalities are seeking to go further than they have done hitherto, however, and seeing the activities in linking up towns which the private bus proprietor has undertaken are prepared to take over this duty themselves. In the case of Leeds, for instance, Parliamentary powers are to be sought in a forthcoming Bill to be presented to the next session of Parliament to run buses beyond the City boundary as far afield as York, Selby, Harrogate, Otley, Wetherby, Castleford, Huddersfield, and Addingham in Wharfedale, and on no fewer than seventeen routes. Many of these routes are covered by the private bus owner, and what the Leeds Corporation can say to their own ratepayers in favour of providing such a wide network of services it will be interesting to note.

A Historical Romance. — Described as a historical romance a story entitled "My Lord Cardinal" has just been published by Mr. John Long, at 7/6d., which is the work of Mr. Charles Brunton Knight, who is well-known in the transport trade in York, being manager of a firm of river carriers between York and Hull. Mr. Knight's book, which is the result of years of reading has been very highly commended in reviews in the Yorkshire newspapers.

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North-East Coast Notes.

FROM OUR OWN CORRESPONDENT.

Trade Review.—Business is still quiet in the North country haulage industry, but there is an increased amount of haulage work from the Newcastle quay extensions.

Obituary.—We regret to record the death of quite one of the most widely-known hauliers in the district, namely, Mr. Thomas Oxley Harrison, of Cleveland Street, Middlesbrough, which occurred in a Middlesbrough nursing home. The deceased gentleman, who was in his 66th year, was a native of the Hartlepools, but had resided on Teeside for 40 years, and during that period had established and built up an extensive business. Of late years he had also been one of the largest motor coach owners on Teeside.

Motor Bus Developments.—Exceptional enterprise is being displayed by local passenger carrying undertakings at present, as a result of which numerous additions have been made to the vast network of bus routes covering the face of Northumberland, Durham, and North Yorkshire, whilst other equally important extensions are under contemplation. In the Darlington district, both the United Automobile Services, Ltd., of Bishop Auckland, and Messrs. Brand's Motor Services, Ltd., of Richmond, have opened up new connecting links between Darlington and Catterick Camp. On Wearside, the Northern General Transport Co., Ltd., of Chester-le-Street, are endeavouring to secure permission to put into operation a number of new services in the thickly peopled Wearside and Durham neighbourhoods. In addition, the "Northern" are paying special attention to the provision of additional garage accommodation, and are at present constructing a new building at Consett to house 30 buses, as well as a similar garage at Benshain for another thirty. At Consett the new depot will be used as a centre for extensive additions which are to be made to the facilities in the west of the county. Amongst other places, Tow Law, and Chopwell will be joined up in the near future. The new building is 133 ft. long by 66 ft. wide, and office accommodation will be included.

Combined Rail-Road Tours. — In view of the success attending the institution of their road-rail-steamer excursions to the Lake district the London and North Eastern Railway Co., have made rapid headway in their plan of co-ordinating rail and road interests, and are now operating extensive tours in the North and mid-Northumberland, by arrangement with Messrs. Gray's Motors, of Alnwick; and Messrs. W. Robb, of Hexham, respectively. In each instance the opening portion of the tour is made by train, which quickly transports pleasure-seekers direct into the heart of the country, and subsequently they are able to enjoy at a more leisurely pace, the beauties of the scenery, by motor coach. Fares are calculated at about 1½d. per passenger per mile, and patrons are given a choice of four equally attractive tours from each of the railhead points, viz., Hexham and Alnwick.

New Air Line.—A notable development in air transport has been made at Carlisle. From the aerodrome, at Mossbank, Gretna, the Northern Air Lines, who have previously maintained air routes from Manchester and Liverpool, are now operating daily services for passengers and freight to Belfast. The journey occupies an hour and-a-quarter, and should prove of immense assistance to Northern business men. Motor services link up the aerodrome with the railroads, of which Carlisle is an important centre.

The Steam Rail Coach.—The problem of discovering an economic power unit for branch line traffic has engaged the attention of railway engineers for some considerable time past, and a vehicle which appears likely to give satisfactory results in this direction, and thereby replace costly existing trains over low density traffic lines, has been experimented with with extremely successful results by the London and North Eastern Railway over their line between Gosforth and Ponteland, in the Tyneside area. The vehicle is the Sentinel-Cammell steam rail coach produced jointly by the "Sentinel" Waggon Works, Shrewsbury, and Messrs. Cammell-Laird and Co., Ltd., of Nottingham. The rail coach operated the regular service of the branch for two days, thereby providing the first instance of operation by such means in this country. It is constructed to carry 56 passengers, with an additional 40 standing, and can be worked at a very economical rate, only requiring about 5 lbs. of coal per mile, and 3 to 4 gallons of water. It weighs, all told, under 20 tons, as against a weight of between 50 and 60 tons of the steam auto-car which it replaced. Following the tests the car has been withdrawn pending a decision of the company, who are stated to be considering the purchase of a number with which to substitute trains over similar branch lines.

Golden Wedding.—Mr. Robert Robson (head and chairman of the large firm of Messrs. Robson and Sons, Ltd., furnishers, and furniture removers, of Northumberland Street, Newcastle, and also of London), and Mrs. Robson, have celebrated their golden wedding and received handsome gifts from the combined staff.

Hull Notes.

FROM OUR OWN CORRESPONDENT.

Transport Ministry and Contending Parties.—Although no public statement has been made it is understood that the Ministry of Transport have acquainted the parties interested with their decision respecting the dispute between the Hull Corporation and certain motor bus and char-a-banc proprietors. The vehicle owners, it may be remembered, asked for additional licences to run on old and new routes. The municipal authority objected on the ground of existing congestion, and suggested that the buses should stop at the city boundaries, taking up and setting down their passengers there instead of coming into the city itself. The Ministry of Transport sent down an Inspector, and it is understood the Ministry have now told the parties that they must endeavour to come to a mutual agreement, otherwise they will decide the matter for them. Reading between the lines this appears to be an intimation to the Corporation that they must give way to the bus proprietors, to some extent at least. The Corporation is not altogether disinterested in this matter. Members of the Tramways Committee, for instance, have suggested that all buses serving the surrounding country districts should make their termini at the city boundaries, thus feeding the Corporation cars and saving the roads. An admirable arrangement for the Corporation but quite a different proposition for passengers and bus owners alike.

Mr. T. Hardaker's Candidature.—A well-known member of a family long associated with the furniture removal trade in Hull, Mr. Thomas Hardaker, has just made a second and unsuccessful attempt to enter the Hull City Council. Mr. Hardaker is not now in the business, having disposed of his undertaking to Messrs. Pickfords, Ltd. At a bye-election just concluded he polled within a score of the votes registered for his successful rival, Mr. Jefferson, a prominent member of the forage business. Mr. Hardaker has a very individualistic and incisive style. He ran, as he would be expected to do, as an independent candidate and had no assistance whatever from any of the parties which go to make up the Council. He is known as a fearless critic and had he been elected there would soon have been feathers flying in the municipal dovecote. He intends to fight again, and believes the third time will pay for all.

Motor Lorry not a "Vehicle." — A very interesting technical point was successfully taken in a case which was brought before the Hull Magistrates a few days ago. The driver of a motor lorry was summoned under the local bye-laws for "being the driver of a motor rully, in Anne Street, on which rully were packed certain barrels, the falling of which might occasion injury to any person in the thoroughfare, without being properly and effectually secured." Mr. H. Wray, who was the solicitor for the defence, pointed out that the proceedings were taken under bye-laws which spoke of "vehicles," and that "vehicles" were defined as horse-drawn or hand-drawn, and did not include motors. The explanation is, of course, that these particular bye-laws were drafted long before motor vehicles were thought of. The Bench upheld the contention and dismissed the summons. The next step will be with the Corporation who will seek authority to amend their bye-laws. The case excited more than usual local attention because of the piquant handling of the chief witness. He was Mr. E. S. Rayner, the General Manager and engineer of the Corporation Tramways, and his evidence was that he saw the lorry on which were beer casks turn a corner when two casks fell off and rolled on the ground. That, he said, struck him as dangerous. Mr. Wray thought Mr. Rayner had gone outside his own sphere of duty but the Bench did not agree with this remark as they thought Mr. Rayner acted in the public interest. A day or two later, at a meeting of the Tramways Committee, Mr. Rayner explained his position and protested against his treatment in the Court. He said that the falling barrels nearly struck him and he was speaking to the driver when a policeman came up and took the matter in hand. Subsequently he was asked to appear as a witness and did so.

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South Wales Notes.

FROM OUR OWN CORRESPONDENT.

Municipal and Private Enterprise at Merthyr. — The Merthyr Tydfil Council in August instituted its bus services radiating from the centre of the borough to Treharris and Merthyr Vale. In the initial week, ended August 23rd, the receipts were £175, an amount accepted as favourable augury of the future success of the undertaking. At the solicitation of workmen employed at Dowlais, Hills, Plymouth, etc., services are to be instituted on those routes. For the Dowlais route the sanction of the Merthyr Electric Traction Company is necessary, the Company holding monopoly rights on the route. Private services in the Merthyr area are to be subject to monthly sanctions of the Council in future. It is held that short period licence issue will be more effective in securing conformity to regulations and local bye-laws. A new service is to be instituted between Treharris and Pontypridd by Mr. W. E. Evans, Quaker's Yard Garage, Quaker's Yard, and it has received the assent of the Merthyr Council. The Council, however, has declined to allow Mr. J. R. Rees, Pontyglog Garage, Aberfan, to run buses into Merthyr on the occasion of football matches.

The Difficulties of Private Enterprising.—The conformity by bus proprietors to all the requests and regulations of municipalities anent their services is often, where the most cordial relationships exist between proprietors and Councils exacting. A recent example is afforded by the experience of the South Wales Transport Company, Swansea, who run services into the mining areas north of their centre of business, Swansea. The Pontadawe R.D.C. recently requested Mr. David James, J.P., the Company's managing director to advise on the better selection of routes for the buses and more ample control by the Council. The Council expressed the wish that the Company's buses should be diverted from certain streets of the accustomed route and, despite the reorganisation entailed, this request was complied with. At the subsequent meeting of the local authority members were of opinion that there was more danger entailed to vehicular traffic and the pedestrian public by the use of the new routes than by the former way, that of the Company's own selection. It was resolved to ask the Company to advert to the former routes. It will be seen that as monthly time-tables, detailing route, stopping places and fares, are issued by the Company considerable work and expense is involved in such change and exemplifies the difficulties of the trade.

Unfair to Drivers. — A curious case of a municipal authority so drafting its bus service time-table that the drivers to secure adherence to it were forced to exceed the speed limit for heavy vehicles, 12 m.p.h., came before the Caerphilly magistrates recently. A driver in the employ of the Bedwas and Machen U.D.C. was proved by the police to have driven his bus at 18 m.p.h. Advocate for the defendant pointed out the impossibility of the driver conforming to times fixed for departure by the Council unless he exceeded the speed limit. The magistrates fell in with the view of the defence that under these circumstances it would be unfair to penalise the driver and in dismissing the case called upon the Council to amend its time-table.

A Legal Point.—When Mr. John Cousins, Middlehill, Freystrop, coach proprietor, was summoned before the Haverfordwest magistrates recently for carrying 30 passengers in a coach licensed to carry only 26 passengers it was adduced that the number of thirty was comprised of twenty-four adults and twelve children. Each child, according to the Act, counts as one passenger. The constable, however, admitted that a number of the children were under three years of age or were babes in arms. He counted all. He was unable to say how many children were babes. Defendant who said he made no charge for children under three years claimed that if babes were not counted as passengers he would have committed no offence. A fine of 10/- was imposed.

Coaching Trade Satisfactory.—Despite the handicap of inclement weather, affecting adversely organised tours, the coaching season has proved not unsatisfactory to South Wales proprietors. The demand for vehicles for transport of privately arranged parties is very heavy and has afforded considerable compensation for the loss on advertised tours.

Drivers Take Action.—The bus drivers in the Amman Valley at a recent meeting decided to ask their employers to mutually arrange to run buses to time-tables so drafted as to eliminate excessive competition and the need of drivers to race competing vehicles. This step was taken as a means of ensuring the public that the recent complaints made before magistrates and at the meetings of local councils against drivers racing one another have not passed unheeded by them. The Dockers Union has been requested by its local members to ask the Councils concerned in the government of the area to enforce time-tables upon proprietors, and the Cwmamman Council has already decided upon steps to this end.

Progress in Air Transport.

AIR Vice-Marshal Sir W. Sefton Brancker, K.C.B. (Director of Civil Aviation), recently broadcast some interesting facts regarding the progress made in Civil Aviation since the War. During the first twelve months, 1919-20, seldom more than 2 or at the most 3 British aeroplanes left London in one day; during July this year an average of 10 British machines have flown every day to various destinations on the continent and the Channel Islands.

The public are making more and more use of air transport. In the course of the first year's operations 4,800 passengers were carried—for the twelve months ending last summer over 16,000 were carried. During the same period freight has increased from 46 tons to 425 tons—the greater portion of this traffic has been carried in British aircraft.

In 1919-20 British regular services covered over half a million miles. In 1920-21 there was a considerable set-back owing to financial stringency. In the past 12 months we have covered more than one million miles. In 1919 it was estimated that in one year an aeroplane could fly for only 250 hours and the pilot could only stand about 200 hours during the same time in the air—now he could do 600 to 1,000 hours per year—and to-day aeroplanes are flying from 1,200 to 1,600 hours in one year without overhaul or the equivalent of a voyage six times round the world. The measure of safety attained by British aircraft on regular services was remarkable. During the past five years our regular services have covered approximately 3¼ million miles with only 3 fatal accidents to passenger carrying-aircraft involving the deaths of only six passengers.

A national air transport company has been formed and a definite subsidy has been promised to this Company for operations in Europe during the next ten years. This Company will now be able to look ahead and develop on sound lines instead of living from hand-to-mouth as was the case before this policy was adopted.

As the result of five years of work we had established certain facts with regard to air transport:—

(1) It is really a very safe means of travel.
(2) It can be operated up to 100 miles an hour for about 4/6 per ton mile.
(3) It is reasonably reliably punctual.
(4) It is a very comfortable and restful form of transport even with the aircraft at our disposal now.
(5) It saves a vast amount of time on long journeys, *e.g.*, sixteen hours are saved between London and Berlin—over 12 hours between London and Zurich, approximately 90 hours between New York and San Francisco.
(6) Unfortunately it is impossible with the number of passengers and cargo obtained up to date in Europe to make air transport pay its way without financial assistance from the Government.

Our great object now is to make our air transport pay its way because until it does its operations must always be limited by the amount of money which can be produced by subsidies. There are three lines of progress towards this objective: (1) We must reduce flying costs; (2) We must improve the standard of regularity and punctuality; (3) Most important—we must persuade the public to make more use of existing services and give the air company more traffic.

The biggest factor in the reduction of operating costs is the development of new types of aircraft. The three biggest items in expenditure on air transport services are cost of maintenance and overhaul of engine, the cost of insurance and the cost of fuel. Expenditure is being reduced under all these three heads and will be further reduced in future. Most promising experiments are being made in developing an engine to use heavy oil instead of petrol—if heavy oil can be adopted the fuel bill will be reduced by about 80 per cent.

When air transport begins to pay its way without artificial financial assistance air services will spring up in every part of the world and inevitably air transport will become the normal means of carrying mails, passengers and freights to which speed is of real value. Air transport will give us a much quicker and easier communication with our overseas dominions and colonies. Only by improving our communications can we increase Imperial trade, eliminate misunderstandings, and bind the Empire together more firmly than ever before. It is up to every British citizen to study the problems of air transport and to encourage its development by every means in his power.

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Law Cases.

CLAIM AGAINST A CARTAGE CONTRACTOR.

IN the Mayor's and City of London Court, before Mr. Registrar Dell, a claim was made by the Metropolitan Asylums Board, Victoria Embankment, against Mr. A. E. Payne, carter and contractor, 84 Farley Road, Catford, for £9 for damage done to the wall of the ash pit at the Park Hospital, Hither Green. The defendant, who appeared, said, in answer to the Registrar, that he did not know whether under the circumstances he owed the amount claimed. He was charged with leaving his horse unattended. He had put the chain on the wheel of the van and it was owing to the plaintiffs' syren going off that the horse was startled. He thought he should have received some warning. Plaintiff's solicitor said that if the defendant agreed to pay part of the damage the plaintiffs would not press for payment of the balance. It had cost £9 to rebuild the damaged wall and if the defendant would agree to pay £4/10/0, as he had promised to pay something, the plaintiffs would accept that. If the defendant would not agree to accept the offer the plaintiffs would proceed for the whole amount. The defendant said he would agree and judgment was entered for the plaintiffs for £4/10/0, an order being made for the payment of £1 a month.

A NOVEL POINT.

A PROSECUTION at Marylebone Police Court recently revealed the fact that in a case of "unavoidable necessity" a man is permitted by the Hackney Carriage Act to drive an omnibus without being licensed. Lionel Shuyler Punnett, omnibus proprietor, of High Street, Camden Town, was summoned for acting as a driver of one of his two omnibuses without a licence or a numbered ticket, and in defence he urged that he was "allowed 24 hours in cases of emergency."

The Magistrate referred to the London Hackney Carriage Act, and read :—"A proprietor is, however, allowed in a case of unavoidable necessity (of which the magistrate is to be the judge) to employ an unlicensed person."

It appeared that the defendant drove his omnibus to keep an engagement as his regular driver failed to turn up, and the Magistrate found that that was not an "unavoidable necessity" and ordered him to pay 5s. costs.

The police interpret "unavoidable necessity" as meaning sudden illness.

SEQUEL TO A COLLISION BETWEEN TRAM AND LORRY.

THERE was a sequel to a collision between a lorry and a West Ham Corporation tramcar, in the Bow County Court, before Judge Staveley Hill, when Leonard Leslie Perry, a cartage contractor, of 7 Gwendoline Avenue, Upton Park, sued the West Ham Corporation for £57, for damage done to his motor lorry on the 2nd January last. The plaintiff alleged that he was driving his lorry from Densham Road into the West Ham Lane, and had just got on to the tram track when a tramcar came along and struck the back of the lorry, and it cost £57 to have it repaired. He alleged that there was negligence on the part of the tram driver. Plaintiff had only one eye from birth, and had driven a motor lorry for seven years, and before that he had driven horses, but had never been in an accident before. The defendants, on the other hand denied negligence, and counterclaimed for £11 1s., the cost of the repair to the tramcar and loss of use while it was under repair.

Mr. Quass appeared on behalf of the plaintiff, and Mr. Powell for the defence.

Plaintiff gave evidence, and said he was coming out of Densham Road driving a four-ton lorry, and was just on the metals in West Ham Lane, when the lorry was struck in the back part by a tramcar. Before taking the corner he sounded his horn. After the accident, the driver of the tram got down and asked him if he were hurt, and he said he only suffered from shock. Nothing was said as to the condition of the road, which was greasy and skiddy. He denied skidding across the rails, but said the lorry was liable to skid on such a road. In spite of only having one eye, he had no difficulty in observing things as they came along. The bill for the repair of the lorry amounted to £57.

George Lawrence, of 24 Macdonald Road, Forest Gate, who carried out the repairs to the damaged lorry, said it was a 1916 model, and was quite in good condition before the accident, and pressed to estimate its previous value, he said it was worth from £100 to £120. When asked to give an estimate for the repair of the lorry by the plaintiff soon after the accident he sent in one for £62 odd, but the bill only came to £57, which had been paid.

A number of witnesses then gave evidence, as to how the accident happened, the first being Michael Jacob, of 7 Compton Street, Plaistow, carrying on business as a general engineer in Woodhouse Road, Leytonstone, who said that at about 2 o'clock in the afternoon on the 2nd January, he was walking towards Stratford and he saw Mr. Perry's lorry come out from Densham Road. The hooter was sounded and the lorry turned towards Stratford, and directly Mr. Perry was on the lines a car came along and he received a blow from it on the off side. The tram was going fast, and the lorry at a moderate speed.

Mr. Adam, of 33 Harold Road, Upton Park, said he saw the accident, and the lorry was travelling at about four miles an hour, whilst the tram was going at about 12 m.p.h. He said he did not notice the tram driver make any effort to pull up his car immediately he saw the lorry, but when he saw the driver he was turning sideways over his right shoulder.

Mr. Quass: Where was the lorry hit?

Witness: I should say about midships. (laughter.)

Judge Staveley Hill: Do you mean to say that the driver was not looking to the front, but to his right?

Witness: Yes.

Mr. Looms, motorman, in the employ of the West Ham Corporation Tramway, was then called for the defence, and said he had been a motorman for five years, and before that had driven a motor in London for four years. He had a clean licence. Asked to tell his Honour what happened on the day of the accident he said he was driving a 36 car along West Ham Lane; he started at Stratford Broadway, about half-a-mile from the scene of the accident, and had had no occasion to stop in between. He was travelling at about 7 or 8 m.p.h., as he was not late and in no hurry, and he had only got to go to Canning Town. He saw the lorry coming out of Densham Road at a fast pace, and he immediately applied both brakes and sand of the emergency brakes. He practically stopped but he hit the drivers cabin. The lorry was not at a standstill when he hit it. He got down afterwards, and then the driver of the lorry asked him how he felt, and he replied that he was only shaken. The lorry driver said that when he applied his brakes it locked his wheels. A policeman came up, and he made his report in due course.

Cross-examined by Mr. Quass, the witness said that the lorry came the wrong side of the Obelisk or standard which was in the middle of Densham Road at its mouth.

Mr. Quass: He was on the right side of the Obelisk, but on the wrong side of the road.

Witness: Yes.

Mr. Quass: There was nothing between you and the lorry, no standard or anything.

Witness: No, sir.

Mr. Quass: This corner at Densham Road, there is a low railing or is it high?

Witness: No, rather low.

Mr. Quass: Then you can see over these railings, at least see a four-ton hooded motor lorry, if you had looked in that direction?

Witness: No, you could only see a high vehicle, like a steam tractor, with a trailer.

Mr. Quass: You said you were travelling at 7 or 8 m.p.h., now come now, 9½ m.p.h. is the average speed including stops, isn't it?

Witness: Yes, but I was going between 7 and 8 m.p.h.

Mr. Quass: How far do you go before you pull up using the emergency brakes?

Witness: About the length of the car.

Mr. John Wood, the conductor of the car, was then called, and he said that he felt the sudden application of the emergency brake, which was quite in order, and then felt the impact of the collision. He got down, and found the front of the car badly damaged, and the fender damaged. Cross-examined by Mr. Quass he said the ordinary speed of the car was between 12 and 16 m.p.h., and they were going at about 16 m.p.h.

Mr. John Stephens, said he saw the accident, and waved his arm to the driver of the lorry, but he did not notice it, or ignored it.

Mr. Bulimore, passenger in the car, said she felt the tram pull up all of a sudden, and she thought the lorry ran into the tram, and was still under that impression.

P.C. Jackson, 990, of the Metropolitan Police of West Ham, said he did not see the accident actually occur, but came up afterwards and took witnesses names and addresses. In answer to Mr. Powell, he said the lorry should have gone on the left-hand side of the standard, for it was the rule of the road, "Keep to the left."

Judge Staveley Hill: This is a case in which we get a large number of witnesses, but I must say it has been put before me very clearly on both sides. I have come to the conclusion that the plaintiff should have gone round the left side of the standard. Because a lot of people go round the wrong side, there is no reason why the plaintiff should do so, and there-

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fore he is guilty of negligence. It is also quite clear that the plaintiff had not been keeping a proper look-out in approaching the main road, and should have pulled up when he saw the main road, and did not take proper care as he should have done under the circumstances, and my judgment must be for the defendants for £9.

Mr. Quass: It is my duty to point out that my client will certainly take this further. You say he is guilty of negligence, but I will say no more.

Judge Staveley Hill: My judgment will stand in the form in which I gave it.

CLAIM AGAINST WHARFINGERS.

IN the Mayor's & City of London Court, before Judge Shewell Cooper, a claim was made by B. Jonzen & Co., Ltd., glass merchants, Gamage Buildings, Holborn, E.C., against Messrs. J. Spurling, Ltd., wharfingers, Peel Grove, Bethnal Green, for damage to goods entrusted to defendants as wharfingers between April and November last year. For the plaintiffs it was stated that in April certain goods were entrusted to the care of the defendants by plaintiffs for warehousing. Nine cases containing each 32 sets of glass salad bowls were sold to a customer in June, who did not require delivery until November. When application was made by the plaintiffs for the cases to deliver to their customer, the carman noticed that the cases were very much damaged, and signed for them as being in bad condition. Upon delivery it was found that on an average 14 sets were missing from each case and the claim was for the value of the sets at 2/10½ a set. For the defendants it was stated that the goods were stored in a yard under a tarpaulin and that this was the normal procedure adopted by wharfingers with goods which were not affected by weather. There was a clause upon some of their correspondence forms which stated that all goods were warehoused at owner's risk. It was admitted that the plaintiffs did not receive a form bearing such a clause until they had given the order for the storage. Evidence was given in support of their contention that the goods were safely protected so far as was possible in the yard attached to their warehouse, but Judge Shewell Cooper said that in the circumstances he did not think they could call the clause referred to to their aid. He had to hold that reasonable care, in law, had not been exercised by the defendants in storage of the goods and gave judgment for the plaintiffs for £18/2/3, with costs.

AN IMPORTANT RULE AS TO DRIVING.

A JURY reversed a verdict in a most peculiar manner in the Shoreditch County Court, on Thursday, July 10th, in an action in which Abraham Josephs, of 37 Merchant Street, Bow, sued Messrs. J. Spurling, Ltd., wharfingers, carmen, and contractors, of Peel Grove, Bethnal Green, to recover £15, damage done to a stall in the High Street, Whitechapel, by a horse trolley belonging to the defendants.

Mr. Silvester appeared as counsel for the plaintiff, and Mr. Glasgow, barrister, for the defence.

The plaintiff gave evidence, and said he had a stall in the gutter in High Street, Whitechapel, and at the time of the accident, a Foden steam wagon went past with the defendants' horse trolley also coming along between the wagon and the stall. Either the trolley was pushed on to the stall, or he pulled on to it, and the damage to the stall was occasioned. The defendants' driver said the driver of the Foden wagon suddenly altered his course from the middle of the road, to pull into his near side, and by so doing he collided with the trolley, and caused the accident.

The case was tried by a jury, and in addressing them Judge Cluer said that it was for them to find out if there had been any negligence, and if so, by whom. So far as the evidence went, it seemed clear, that the defendants' trolley was coming along between the stall and the Foden steam wagon. It had to be borne in mind that it was one of the most important rules of the road that if a driver wished to pull to his off side, he had to give warning, but if he wished to pull in to his near side, out of the way of traffic following him, and a vehicle was following him abreast on his near side, or perhaps only half level with him, then it was not for him to give a warning when he turned, as it was the duty of the following vehicle to see that he kept out of the way, and did not get squeezed in. It seemed clear that the driver of the trolley went on, instead of pulling up, in consequence of which the steam wagon collided with it, and forced it against the stall. If the jury came to that conclusion, they would have to decide that the driver of the trolley committed an error of judgment, and that the defendants were liable.

The jury retired, and on returning into court the foreman was asked by the Chief Clerk if they found for the plaintiff, or the defendant.

The Foreman (hesitating): For the plaintiff.

The Chief Clerk: And the damages?

The Foreman: For the full amount claimed.

Judge Cluer: Then it will be judgment for the plaintiff for £15 and costs.

The Foreman: I should like to say that we are all agreed that it was the Foden wagon that was to blame.

Judge Cluer: Oh! That is a verdict for the defendants then.

Mr. Glasgow: I ask for judgment for the defendants, with costs.

Judge Cluer: Most certainly! The jury have found a verdict which is entirely contrary to the law, and the rule of the road, but you are entitled to your verdict.

Mr. Silvester: It was not my fault your Hon.

Judge Cluer: Indeed it was. You insisted on having a jury. It just shows you what use some juries are.

Judgment was then entered for the defendants, with costs.

A FURNITURE REMOVING CONTRACT.

A FURNITURE removing contract formed the basis of an action in the Shoreditch County Court, before Judge Cluer. The plaintiff was Jessie Burke, of 84 Clifden Road, Clapton Park, and she sued Mr. F. R. Thomas, of 77 Swinnerton Street, Sidney Road, Homerton, a furniture removal contractor, to recover £8, being £2/10/0 for furniture sold, £1 for money lent, and £5 a bonus promised for persuading her landlady to let the defendant have the flat at Swinnerton Street, which she at one time occupied, less 10s. paid. There was a counter-claim for £3 for removing plaintiff's furniture from Swinnerton Street to Old Street, and £5, damages for not having obtained the contract to remove the plaintiff's furniture to Exeter.

The claim for the furniture was admitted, but the £1, money lent, was denied, it being stated to be a deposit for moving the plaintiff's furniture to Exeter for £20. The plaintiff denied that she agreed to pay the £3 for the removal, and said the defendant promised to do it for nothing, so as to enable him to get into the flat. As to the £20 contract for moving her furniture to Exeter, she was unable to go there, as she was informed by her sister that the prospects of obtaining work or accommodation were worse than they were in London. She denied that the defendant had at any time had to keep his van waiting for a day to do the removal. The defendant said he never agreed to give her £5 bonus, but he did promise to do the removal for £5 less.

Judge Cluer: Did you promise to remove her furniture to Old Street free?

Defendant: It is so long ago that I can't remember.

Judge Cluer: Then we will say that you promised to do it free.

Judge Cluer, in giving judgment, said the defendant's counter-claim must fail. As to the plaintiff, she must recover the £2/10/0 for the furniture sold, which was admitted, but he was not clear as to whether she could recover this £5 bonus for her services in persuading the landlady to accept the defendant as a tenant in her place. He would look up that point, and inform the parties later.

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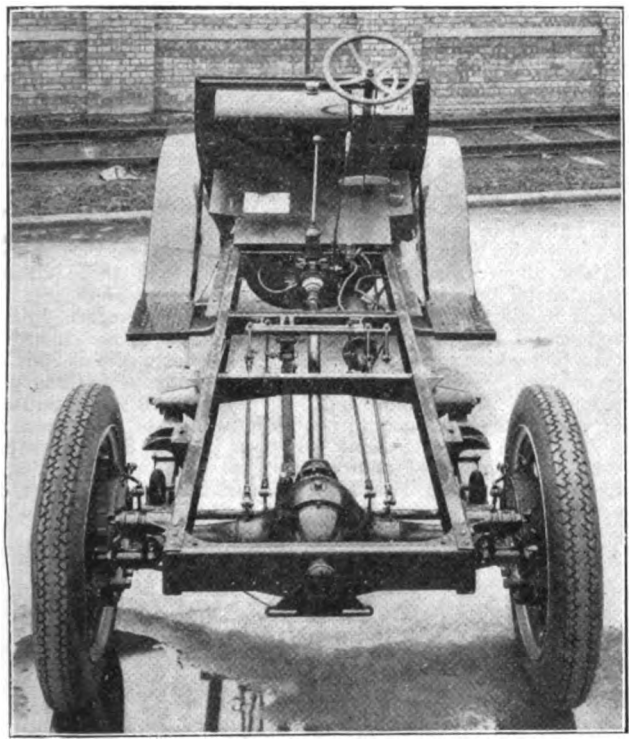
Motor Notes.

The "Mason Road King." — Durant Motors, Ltd., Trading Estate, Slough, Bucks, inform us that they have now commenced to market in this country the chassis



THE MASON ROAD KING 30-CWT. CHASSIS.

known as the "Mason Road King" built to carry a useful load of 30 cwt. The price of the chassis is £380. It is provided with a 35·4 h.p. four-cylinder motor, cast en bloc, the bore and stroke are 4 in. and 5 in. respectively. The cooling system consists of a large radiator and the circulation is by pump. Power is transmitted through a multiple disc clutch. The clutch is easily removable without disturbing either the motor or transmission. The gear is of the sliding selective type providing three speeds forward and one reverse with central control. The drive is the Hotchkiss type with double universal joints. There is a three-inch service brake external contracting with foot control and a three-inch internal expanding emergency brake operated by hand lever. The front axle is a drop forged "I" beam section and the rear axle is the full floating type with spiral bevel gears. Timken bearings are used on all four wheels, the tyres are 34 in. by 5 in. pneumatic cords all round. The wheels are the artillery type with heavy duty Firestone demountable rims. The wheelbase is 10 ft. 11 ins., and the track 56 ins. The length of the chassis overall is 14 ft. 5 ins., and the width 5 ft. 6 ins. The length from the dash to the rear of the frame is 10 ft. 10 ins., and the width of the frame 30 ins. The weight of the chassis with hood and wings is approximately 1 ton 7 cwt.

Dekla Accessories. — We have received from Dekla, Ltd., Beacon Works, 103/7 Bradford Street, Birmingham, a copy of their new catalogue and price list. Copies will be sent to anyone making application to the firm. Dekla accessories consist of petrol and oil fillers, various horns, lighting sets, commercial oil side lamps, mirrors, oil cans and screen wipers.

Blackpool Carnival.—In a recent Blackpool Carnival several decorated Leyland lorries took part in the trades procession, one of the vehicles is shown in our photograph.

A LEYLAND IN THE BLACKPOOL TRADES CARNIVAL.

Albion Activities.—Our photograph shows a fleet of Albions, the property of A. Smith, Windlesham Avenue, Brighton; there is an A.E.C. vehicle in the foreground and alongside of it the ubiquitous Ford; the other seven vehicles are Albions. Albions continue to receive large numbers of repeat orders for their 24-h.p. 19-seater "Viking" type motor coach. One has lately been delivered to Woods, Ltd., coach hirers, Blackpool, and another to R. J. Owen, Colwyn Bay, North Wales. With regard to delivery vans, Albions have recently delivered a 24-h.p. 30-cwt. vehicle of this type to Bean's Express, Ltd., London. The chassis is the Government subsidy type, a type which is becoming increasingly popular.

SEVEN ALBIONS, AN A.E.C. AND A FORD BELONGING TO MR. A. SMITH, REMOVER, OF BRIGHTON.

"Cardoleol."—"Cardoleol" is a special lubricant recently brought out for the lubrication of gear boxes and differential, the sole concessionaires for the British Empire are the British Lion Engineering Co., Ltd., 26 Howland Street, Tottenham Court Road, London, W.1, from which firm particulars may be had on application.

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Worm Reduction Gears. — Crofts (Engineers), Ltd., makers of power transmitting machinery and appliances, Thornbury, Bradford, have sent us their illustrated booklet describing worm reduction gears as manufactured by them. Tables of powers and sizes of standard types are included and examples of various types of special installations are illustrated, also couplings and clutches for connecting reduction gears for prime movers. Copies of the booklet will be sent to those who make application to the firm.

Pickfords Carrimore Pantechnicons.—Our illustration is of a Carrimore-Leyland six-wheeler recently supplied to Messrs. Pickfords Ltd. The chassis is a

PICKFORD'S LEYLAND CARRIMORE 6-WHEEL PANTECHNICON.

standard R.A.F. Leyland. The body has a capacity of 1,200 cubic feet. Messrs. Pickfords are, of course, using this vehicle for furniture removal work.

S.P.A. Motors.—Mr. A. E. Tapper informs us that he has been appointed by the S.P.A. Company, of Turin, as their representative for Great Britain and Ireland, and he has established a sales and service depot for S.P.A. cars and commercial vehicles at 244 Earl's Court Road, London, S.W.5, where a staff of experienced mechanics and a full stock of spares will be maintained. The range of S.P.A. commercial vehicles is a very comprehensive one and includes the following types: 30-40-cwt. pneumatics, dynamo and starter, 11 ft. 6 in. wheelbase: £515; 40-50-cwt. pneumatics, dynamo and starter, 12 ft. 8 in. wheelbase; £595; *2½-tons, pneumatics, dynamo and starter, 13 ft. 4 in. wheelbase: £695; *4-5-tons, giants or solids, dynamo and starter, 14 ft. wheelbase: £795. (* Include four-wheel braking as well as transmission brake.) Mr. Tapper also informs us that he has secured the service of Mr. L. R. Freeman, who has had considerable experience with the motor transport side of the trade, and he is making a tour of the country with the intention of appointing distributors for these vehicles.

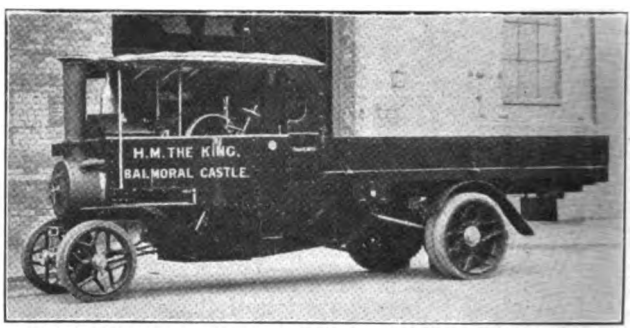
Thornycroft Buses for Morecambe.—J. I. Thornycroft & Co., Ltd., Thornycroft House, Smith Square, London, S.W.1, have recently supplied four 31-seater single-deck

ONE OF THE THORNYCROFT BUSES FOR MORECAMBE.

omnibuses to Morecambe Motors, Ltd., which firm has written to Thornycroft as follows:—"These four buses cover 3,798 miles per week. Petrol consumed is 296 gallons (No. 3 spirit) which averages 12.82 miles per gallon. The average miles per gallon of oil is 950. The above record is absolutely accurate and in regard to oil it includes gear box and back axle. The buses are giving every satisfaction up to date, the springing and comfortable riding is everything that could be desired." The chassis is the firm's latest 35-h.p. type "Boadicea," specially designed for passenger vehicles. The chassis has a 35-h.p. four-cylinder engine, monobloc, with detachable head and inlet valves over the exhaust; the bore is 4 ins. and the stroke 5½ ins. Damp-proof H.T. magneto, improved float feed carburetter with pilot jet controlled by a lever on the steering column and a foot accelerator. There is also a governor controlled throttle to prevent excessive speed. The clutch is the cone type with Ferodo lining. The gear box provides four speeds, the top gear being direct. The gear control is by a central lever through a gate type quadrant. The final transmission is by overhead worm. There is a foot brake of the contracting type operating on a drum at the rear end of the gear box and a hand brake of the expanding type applied to the rear wheels direct. The drums are of very large diameter. Both brakes can be adjusted for wear by hand. The front and back wheels are nominally 36¼ ins. over tyres. The tyres are 110 by 771 fitting size front and rear. Pneumatic tyres may be fitted if desired. Thornycrofts have also sent us particulars and a photograph of one 35-h.p. type B.X. chassis and one 50-h.p. type J and five 50-h.p. type "W" chassis supplied to the order of Thomas Thompson & Sons, Ltd., of Dublin.

Balloon Tyres.—A Warning.—With the development of the balloon or low pressure type there appears to have arisen a fairly wide spread belief that any cord tyre can be run with safety at pressures considerably lower than those recommended by the makers. This practice is dangerous and also leads to disappointment and monetary loss, therefore, in this connection, the Dunlop Rubber Co., Ltd., have issued a pamphlet which explains in detail the ill effects of this form of tyre abuse. We consider this a very timely warning and would suggest that those amongst our readers who are users of pneumatic tyres should send for a copy of the pamphlet.

A Foden for the King.—In our Royal Show number we announced that a Foden steam wagon had recently been delivered to His Majesty the King for service on



H.M. THE KING'S FODEN.

his Balmoral Estate. We now have pleasure in reproducing the photograph of this vehicle. It is a 5-ton model fitted with two speeds.

Buda Engines.—We have received particulars from the Buda Company (England), 75 Evershot Road, Stroud Green, London, N.4, particulars of their latest 6-cylinder model "Bus" engine. This 6-cylinder engine is offered to meet the requirements of motor coach and similar heavy duty service, where smoothness and economy of operation and staunchness of build are essential factors.

Dowson & Mason Gas Plant.—The Dowson & Mason Gas Plant Co., Ltd., Levenshulme, Manchester, announce that owing to their increase in output they have been able to reduce the prices of their petrol and oil storage equipments substantially. This firm, as our readers are aware, market the Beardmore bulk storage system. The Beardmore No. 1 self-measuring pump for petrol is fitted with a vertical delivery pipe and a 10 ft. length of flexible petrol hose terminating in a shut-off nozzle. There is an automatic recording meter on the pump, close to the gear head, which keeps an accurate tally in imperial gallons of all deliveries, registering up to 10,000 gallons and repeating. There is also a No. 1 lubricating oil delivery pump with a capacity of 1 gallon per full stroke, and a rate of delivery of 5 to 8 gallons per minute. This pump is suitable for public or private garages. The No. 2 self-measuring pump for petrol, benzole and lubricating oils, is another pattern recommended where rapid delivery is required, the capacity is 2 gallons per full stroke and 15 to 20 gallons per minute. Positive stops are provided by means of which half-gallon or gallon deliveries can be made. Another pattern is the kerbside pump which is similar to No. 1 pump but it is cased in; swing arms can be provided. The firm also make a speciality of bulk storage for lubricating oils and there are various other equipments for petrol and oil storage.

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The Mann "Express" Wagon.—In our July number we described and illustrated the new Mann "Express" steam wagon built by Mann's Patent Steam Cart and Wagon Co., Ltd., Hunslet, Leeds. The firm is now publishing a 24-page booklet which describes the vehicle in great detail and also gives excellent illustrations of all component parts. We advise our readers to apply for copies.

"Garner" Busvans, Vans or Lorries.—The popularity of the "Garner" busvan in the Birmingham district is evident from the fact that practically all country carriers in the Birmingham district are now owners of the "Garner" busvan. The list includes the following:—Mr. J. Johnson, two vehicles, plying from Henley-in-Arden, Warwick, Leamington and Stratford-on-Avon. Mr. E. Povey plying from Shipston-on-Stour, Stratford-on-Avon, Henley-in-Arden. Messrs. S. Lloyd & Son plying from Cradley and Old Hill. Mr. M. W. Jeffs plying from Redditch. Mr. W. W. Jeffs plying from Redditch. Mr. Yeomans plying from Sutton Coldfield. Messrs. H. Turner & Sons plying from Astwood Bank. Mr. J. Nixon plying from Coleshill. Messrs. The Forward Transport Co., plying from Leicester.

King's Cup Air Race.—In connection with the King's cup air race, which this year was a more strenuous test of engine efficiency than hitherto, as the course of 1,000 miles had to be completed in one day only and was actually covered by Mr. A. J. Cobham in a flying time of 8 hours, 57 minutes, it is interesting to note that Mr. Cobham was using "B.P." the petrol produced by the refinery of the Anglo-Persian Oil Company in South Wales. Mr. Butler, who finished third, together with Capt. Barnard and Mr. King, were also running on this spirit.

A Dennis Timber Wagon.—The Dennis 3½-4-ton lorry shown in the picture is fitted with hinged-sided body, having a gantry at the back of the driver's cab to

A DENNIS SPECIALLY CONSTRUCTED FOR TIMBER TRANSPORT.

take ladders and long timbers so as to avoid excessive over-hang at the rear. The vehicle has been purchased by Illingworth, Ingham & Co., Ltd., Manchester.

An Excellent Testimonial. — Karrier Motors, Ltd., Huddersfield, have sent us a copy of a testimonial they have received from J. Hosker & Co., of Widnes, which reads as follows:—"We trust it will be of interest to you to know that the chain-drive Karrier Type B.R./110-1920-Eng. No. 6918 we have in service, made a record hill climb with a load of 6-15-0-0. The hill we refer to is Eathcote St., Kidsgrove, climbing 1-5 and 1-6 1,000 yards long, climbing half way in second gear, remainder in first with much reserve power. The performance was witnessed by many people who were absolutely struck by the sight of a wagon with such a load and with speed and reliability making the ascent. The descent was of much more interest, the scotch only being used once. Hand and foot brakes held out perfectly all the way down. The vehicle was brought to a dead stop half way down with ease and without overstrain on the brakes and gears. The vehicle is driven by myself, and for service and reliability I think I would have to search far and wide: hence my intentions are to standardise in 'Karriers.' My advice to all haulage contractors where tonnage must be carried.

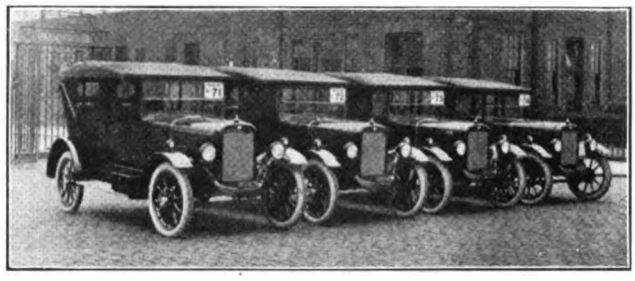
Yours faithfully,

J. HOSKER, Junr.

P.S.—I might also mention, that the work allotted to this wagon for this week, is three trips to York from Liverpool with loads of 5-10-0-0 each way. Miles per week average 600-650."

Borg and Beck Clutches.—As representatives and concessionaires of the Borg & Beck Company, Chicago, the Automotive Products Company, 3 Berners Street, London, W.1, inform us that the Borg & Beck Company have lately produced a new clutch which gives a minimum weight of the spinning member combined with utmost simplicity in design and construction. This clutch is of the single plate type and is for use with unit construction gear box, at the same time similar clutches are supplied for the open fly wheel type in which case the clutch member is supported direct by a carrier plate fastened to the fly wheel. Borg & Beck clutches are used on a number of American trucks and to take care of their service requirements Automotive Products have been appointed official service and spare part representatives in the British Isles. Spare parts for all types of Borg & Beck clutches can be supplied.

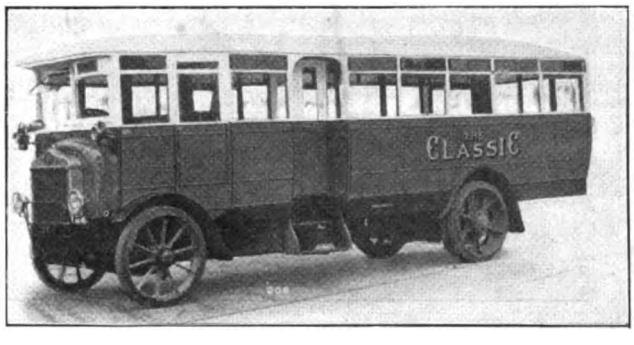
Overlands for Newcastle.—Our photograph shows a further delivery of Overland De Luxe models recently supplied to the Newcastle Electric Supply Co.



A FURTHER DELIVERY OF OVERLAND DE-LUXE MODELS FOR THE NEWCASTLE ELECTRIC SUPPLY CO.

"Don" Brake Linings. — "Don" brake and clutch linings are growing in popularity amongst motor manufacturers and motor users. We noticed when looking over a large mass production motor factory recently, that all brake and clutch linings were of the "Don" brand, and on enquiry we were told they had been adopted as standard as they had given entirely satisfactory results. The "Don" brake and clutch linings are manufactured by Small & Parkes, Ltd., Hendham Vale Works, Manchester, and they have a London office at 71 Southwark Street, London, S.E.1. Every process of manufacture, covering the crushing, carding, spinning, weaving and finishing of the crude asbestos is, we understand, carried out in the firm's works. "Don" linings are manufactured from asbestos yarn, interwoven with fine gauge brass wire. They are treated with a special impregnation, giving the material a solid and cohesive nature, thus guaranteeing a high and constant standard of efficiency. Other claims for this lining are, that it is indestructible by fire; it is unaffected by oil, water or any foreign substance which may get on the brake drum; the surface will not glaze and create slipping. The linings are made in two qualities, No. 1 quality being metallic and No. "A" quality, non-metallic. The non-metallic linings are specially recommended for cone clutch work, cranes, etc. Further particulars may be had from the firm.

Dumbarton Purchase A.E.C.'s. — Dumbarton Borough Council have recently purchased a fleet of four A.E.C.'s. The bodies are of the latest pattern double-deck type providing seating capacity for 52 passengers. They are mounted on



MR. WM. JELLIE'S, OF BALLYNAHINCH, A.E.C. SALOON BUS.

model 503 chassis. Our photograph shows a 36-seater saloon bus from a repeat order from Mr. Wm. Jellie, of Ballynahinch, and is operating between Lisburn and Belfast. Three doors are fitted one for passengers, one for emergency and one for the driver.

Tool Bargains.—The Billing Tool Co., 303 High Holborn, London, W.C.1, send us a clearance list of garage tools including wall and bench drilling machines at 50/- each, cycle and motor stocks and dies complete in case 55/-, hand drills at 6/9 with a set of 9 twist drills 2/9 extra. There are also lathes, drills, feelers, breast drills, spanners, all at very low prices.

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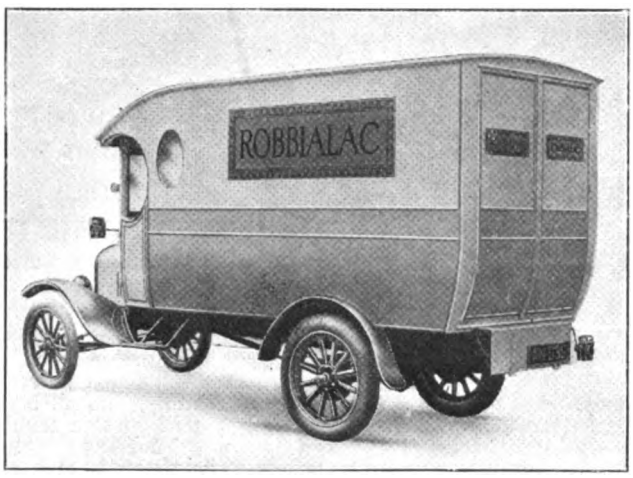
Hans Renold New Prices.—Hans Renold, Ltd., Burnage Works, Didsbury, Manchester, announce further price reductions for the 1924/5 season. These reductions bring the prices very much nearer the pre-war level and in the case of standard cycle chains the new price is actually below the pre-war figure; the reduced prices have been made possible by improved manufacturing methods. Those interested should make application to the firm for a copy of their new price list reference 00033.

Robbialac Enamel. — The manufacturers of Robbialac Enamel have recently sent out two attractive advertising vans actually painted with Robbialac Enamel in blue and white, which in themselves show what can be done with this excellent material. By the way, the manufacturers



ROBBIALAC ENAMEL ADVERTISING VAN.

assure us that the merest amateur can obtain the same results himself. These vans will travel over the whole of the country distributing advertising material, fixing flanged signs and posters, and have been working their present area for about a month with great success. They are putting up a new flanged sign over cycle agents premises and garages where the proprietors agree to this course, and, in addition, exchanging the well-known mudguard showstands wherever these are found to be shabby. Robbialac is manufactured and supplied by Jenson & Nicholson, Ltd., varnish and japan manufacturers, Goswell Works, Stratford, E.15.

The S.D. Freighter.—Our illustration shows an S.D. Freighter, as manufactured by Shelvoke & Drewry, Ltd., Letchworth, Herts., recently supplied to the Borough of Deptford for the purpose of refuse collection. We described this unique vehicle in our August issue. We need hardly point out to our readers the handiness of this little 2-ton vehicle for town delivery work when fitted with a platform or even van body. Moreover, it has distinct advantages for some classes of furniture removal work. One feature of this vehicle is that it will turn completely in a radius of 10 ft. 6 ins., whereas the average lorry of the same capacity requires a radius of from 21-23 feet. We advise our readers to visit the works and see the vehicle. We were very favourably impressed with it indeed. Deptford is taking delivery of a second machine, and another, fitted with a tipping body, is being supplied to the Wallasey Corporation.

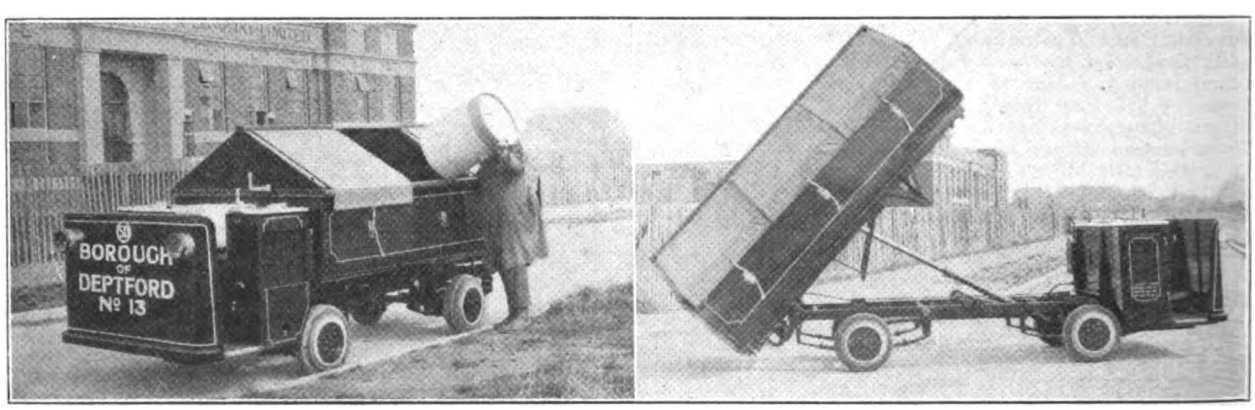
Leyland Buses.—On the routes linking Preston to its neighbouring towns and villages there are over a dozen bus services operating Leyland buses exclusively. Prominent among the proprietors are the Preston Corporation Tramways, whose petrol fleet is entirely composed of Leylands, and The Ribble Motor Services. The latter possess several of the 38-seater side-type machines bearing their name, that originally were specially built by Leyland Motors, and subsequently adopted by them as a standard model on account of their popularity in many parts of the country.

The "Commer" New Radiator.—Commercial Cars, Ltd., Luton, have adopted a new type radiator which will, in future, be fitted to all models. This new radiator is considerably larger than the old one and, therefore, provides a greater cooling surface. It has a highly polished finish and the pleasing appearance may be judged from the illustration. The bonnet, of course, has been designed to suit. Commercial Cars, Ltd., sales, we understand, were very excellent last month, whilst the present month's sales promise to be even better.

THE NEW "COMMER" RADIATOR.

Tyre Appointment Wanted.—Mr. F. J. Copping, who was General Sales Manager to the Wood Milne Tyres and Manufacturing Co., Ltd., and previously Sales Manager to Messrs. George Spencer, Moulton & Wood Milne, Ltd., is open to accept an appointment in the tyre trade where his experience will be of service. He will be glad to hear from any firm having a suitable opening, and letters addressed to him, c/o this Journal will be forwarded at once.

The New Leyland Catalogue.—Leyland Motors, Ltd., Leyland, Lancs., have sent us a copy of their new catalogue —a very artistic production bound in imitation suede. The catalogue contains in the front pages a short historial note of the Leyland works and their development. Then follows a chapter dealing with the works organisation, equipment and branch establishments at home and abroad. There follows a general specification of the chassis and, finally, photograph illustrations in sepia. The section allotted to goods carrying vehicles is headed with the firm's well-known slogan "Leyland Lorries for Loads." In this section the first photograph is of a considerable fleet of vans the property of Carter, Paterson & Company, the last section contains similar illustrated descriptive matter of Leyland passenger vehicles.



TWO VIEWS OF THE SHELVOKE & DREWRY FREIGHTER.

The Driving Age.—Adelaide Corporation is considering the amendment of bye-laws to provide that the minimum age at which persons may be licensed to drive motor vehicles plying for hire be reduced from 21 to 18 years.

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County Court Judgments.

THE following returns from the Registry of County Courts' Judgments, Whitehall, have been received relating to judgments entered up in the respective County Courts of England and Wales. Publication does not imply inability to pay. Many judgments may have been settled between the parties, or paid. Judgments settled otherwise than through the Court may appear unless "satisfaction" is entered up within twenty-one days from judgment or allocatur. Registered judgments are not necessarily for debts. They may be for damages or otherwise, they may relate to actions *bona fide* contested between the parties, or they may be against defendants liable in a representative capacity, and not personally; but no distinction is made on the register. Judgments are not returned to registry if satisfied in Court books within twenty-one days.

J. Beardwood, 63 Doncaster Street, Liverpool, cartage contractor. £20/14/6. June 17th.

Exchange Transport Co., 50 Oldhall Street, Liverpool, haulage contractors. £12/12/4. June 18th.

R. Winter, 31a Upper Aughton Road, Birkdale, Lancs., carrier. £30/12/4. June 3rd.

Tunstall & Colclough, Glebe Hill Farm, Boothen, Stoke-on-Trent, cartage contractors. £51/15/5. February 29th.

Ernest Mills, Slindon, Sussex, carrier. £21/18/6. June 11th.

J. A. Short, 35 Cemetery Road, Beeston, Leeds, and F. Senior, 22 Hall-royd, Shipley, Bradford, haulage contractors. £40/14/0. June 18th.

Geo. L. Parkinson, 34 Front Street, The Lilacs, Sherburn, Durham, haulage contractor. £18/2/2. June 18th.

H. W. Wort, Balmore Lawn, Brockenhurst, Hants., haulage contractor. £40/3/6. June 24th.

Jas. Burt, 32 Amersham Road, New Cross, London, S.E., haulage contractor. £23/14/3. June 13th.

Reliance Lighterage Co., 46 Jerningham Road, New Cross, London, S.E., haulage contractors. £11/14/4. June 25th.

Arthur G. Dearman, 483a Kingsland Road, Dalston, London, E., carman & contractor. £11/3/0. June 13th.

A. A. King, 23 Netherwood Street, Kilburn, London, N.W., haulage contractor. £17/14/6. June 25th.

A. White (Messrs.), 94 Coomber Road, Fulham, London, S.W., carmen and contractors. £10/17/10. June 26th.

Jno. Cooke, 48 Selhurst Road, South Norwood, London, S.E., removal contractor. £35/14/10. June 19th.

G. Summerfield, 161 Long Lane, London, S.E., haulage contractor. £56/1/2. June 26th.

Tom Johnson, 75 Westgate, Bradford, carting agent. £13/2/4. June 24th.

Brown Bros., 30 New Rents, Ashford, Kent, cartage contractors. £36/10/4. June 27th.

Clyde Stewart, 14 Richmond Hill Street, Accrington, Lancs., motor haulage contractor. £22/8/8. June 18th.

Alf. Beverley Tetley, 6 Knowsley Green, Dawber Street, Liverpool, motor haulage contractor. £48/11/8. June 25th.

R. W. Page, 39 Rutland Street, Pimlico, London, S.W. carman. £19/15/0. June 20th.

Philip Rosenfield, 25 Kinder Street, London, E., carman and contractor. £31/14/4. June 27th.

Vulcan International Transport Co., Ltd., 56 Cannon Street, London, E.C., transport agents. £41/9/3. March 13th.

C. Cook, Spratton, Northamptonshire, carrier. £37/3/8. May 28th.

Wm. Makin, Bridge Street, Hadleigh, Suffolk, jobmaster. £17/18/3. May 17th.

Wm. Amos Birks, Dene Bottom, Kirkburton, Yorks., motor contractor. £19/13/5. June 25th.

Poulter & Robinson, Carlton View, Staincross, near Barnsley, Yorks., haulage contractors. £11/7/0. June 24th.

Arthur Priestley, 30 Railway Road, Idle, Bradford, haulage contractor. £11/18/4. June 24th.

Ernest Tidswell, 32 Cotewall Road, West Bowling, Bradford, carrier. £15/0/11. June 27th.

E. O. Davies, Bryngwyn, Beulah, Newcastle Emlyn, Carmarthen, haulage contractor. £23/2/10. June 24th.

Grant Bros., Oxford Terrace, Crediton, Devon, haulage contractors. £33/8/6. July 1st.

F. J. Hyams, Napier Road, East Ham, London, E., haulage contractor. £33/11/1. July 2nd.

David W. Smith, 53 North Road, Hertford, haulage contractor. £30/15/1. March 31st.

Geo. Wm. Floyd, 32 Canterbury Road, Folkestone, removal contractor. £92/9/10. July 3rd.

Farrow & Greenwood, Balderstone Hall Garage, Rochdale, haulage contractors. £35/1/0. June 20th.

Jas. Hayhurst, Leyland, Lancs., carting contractor. £25/7/0. July 3rd.

The Gazette.

The Bankruptcy Act, 1914.

Bankruptcy Proceedings.

BARTON MANN SHORT, 73 Cornwall Street, West Hartlepool, Durham. Haulage Contractor, etc. Receiving order and order of adjudication, July 28th. Public examination, August 14th, at Sunderland.

ROLAND PERCIVAL HAMBLIN, The Whiting Yard, Ashton Vale, Bristol. Haulier. Receiving order, July 26th, and order of adjudication, July 30th.

GEORGE H. HEWSON, trading as Hewson & Company, 15 Threadneedle Street, Boston, Lincolnshire. Haulage Contractor. Order of adjudication, July 10th.

THOMAS HUGHES, the elder, Robert Hughes and Thomas Hughes, the younger, trading as T. Hughes & Sons, 84 Fenny Street, High Broughton, Salford, Lancashire, Motor Haulage Contractors. Receiving order and order of adjudication, August 1st. Public examination, October 9th, at Salford.

TOM JOHNSON, 75 Westgate, Bradford. Furniture Removal Contractor. Receiving order and order of adjudication, August 8th. Public examination, October 20th, at Bradford.

LANCASHIRE AND YORKSHIRE TRANSPORT COMPANY, Bardon Chambers, Infirmary Street, Leeds, Yorkshire. Carriers. Receiving order, August 7th. Public examination, October 7th, at Leeds.

ALFRED G. STONELEY, 8 Stanwell Street, Wincobank, Sheffield. Haulage Contractor. Receiving order, August 11th. Public examination, October 9th, at Sheffield. Order of adjudication, August 12th.

WALTER WEBB, FRANK BLACKBURN and WILLIAM HENRY PONSFORD, trading as Walter Webb, 101 Belvois Street, Southampton. Haulage Contractors, etc. Receiving order, August 21st. Public examination, October 22nd, at Southampton.

REGINALD ERNEST TOMLIN, 46 Cross Street, Oadby, Leicestershire. Haulage Contractor, etc. Receiving order and order of adjudication, August 27th. Public examination, October 3rd, at Leicester.

ROLAND PERCIVAL HAMBLIN, Whiting Yard, Ashton Vale, Bristol. Haulier. Public examination, September 19th, at Bristol.

ROBERT FOX, White Hall Farm, Rothwell, Yorkshire. Carting Agent. Public examination, October 7th, at Leeds. Receiving order and order of adjudication, August 27th.

ALFRED TOWNSEND, The Dun Cow, Ravensthorpe, Northampton. Carrier, etc. Receiving order and order of adjudication, August 29th.

Notices of Intended Dividends.

ERNEST WILLIAM CROWN, 10 Charlbury Buildings, Hunstanton, Norfolk. Carter, etc. No. 13 of 1924. Claims to H. P. Gould, 8 Upper King Street, Norwich, Official Receiver.

JOHN NOBLE, deceased, 19 St. Thomas Crescent, Newcastle-upon-Tyne. Carting Contractor. No. 45 of 1923. Claims to Charles Woollett, Official Receiver, Pearl Buildings, 4 Northumberland Street, Newcastle-on-Tyne.

JOHN FREDERICK BUSWELL, 2 Waterloo Crescent, Dover. Motor Haulage and Removal Contractor. No. 10 of 1923. Claims to Ebenezer Henry Hawkins, 4 Charterhouse Square, London, E.C.1, Incorporated Accountant.

ARTHUR REYNOLDS LEAT, 1a Culverland Road, Exeter. Haulier, etc. No. 32 of 1923. Claims to Walter Rackwood Cocks, Exeter Bank Chambers, 67 High Street, Exeter, Official Receiver.

TOM SARVENT ROWBOTTOM (separate estate), trading in copartnership with another as T. S. Rowbottom & Son, Headlands, Knottingley, Yorkshire. Carrier and Carting Agent. 52 of 1923. Claims to Basil Shaw Briggs, 21 King Street, Wakefield, Official Receiver.

HARRY TALKS, carrier, etc., Milnrow Road Sidings, Rochdale, Lancashire. 15 of 1924. Claims to John Frederick Warburton, 28 Queen Street, Manchester, Accountant.

WILLIAM JOHN LAKE, 26 Cairo Street, Warrington, lately The Lion Hotel Garage, Bridge Street, Warrington, and the Garage, Golborne Street, Warrington, motor haulage contractor. 5 of 1923. Claims to Bertram Silcock, 31 Bold Street, Warrington.

EDMUND HOWARTH, 3 Commercial Brow, Newton, Hyde, late 34 High Street, Godley, Hyde, both Cheshire. Carrier. 12 of 1924. Claims to John Grant Gibson, Byrom Street, Manchester, Official Receiver.

JOHN GERALD LONSDALE LISTER, trading as Lister & Co., Bradford Road, Bailiffe Bridge. Motor Haulage Contractor. 21 of 1924. Claims to Walter Durrance, Official Receiver, 12 Duke Street, Bradford.

JOHN CHARLES HUGHES, Chapel House, Pant, near Oswestry, Salop, late trading as Hughes & Co., 29 New Road, Newtown, and Broad Street, Welshpool, Montgomeryshire. Haulage

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Contractor. 4 of 1924. Claims to J. D. Turner, 22 Swan Hill, Shrewsbury, Official Receiver.

WILLIAM HENRY STANTON, haulier, etc., Crown Hotel Stables, Evesham, Worcestershire. 15 of 1924. Claims to Thomas Easton, Official Receiver, Ruskin Chambers, 191 Corporation Street, Birmingham.

Notices of Dividends.

JOHN JAMES JOHNSON, Bryngwyn Cottage, Wormelow, Hereford. Timber Merchant and Haulier. No. 14 of 1923. Second and Final of 3d. in the £, payable at 2 Offa Street, Hereford.

ALLAN WOODALL, The Nursery, Hulton Lane, Bolton, Lancashire. Haulage Contractor, etc., late Swan Lane Garage, Bolton. No. 33 of 1923. First and Final of 2s. 6½d. in the £, payable at the Official Receiver's Office, Byrom Street Manchester.

EDGAR SALT, 2 Rockingham Road, Doncaster, Yorkshire. Haulage Contractor. Late 5 The Crescent, Edlington, near Doncaster. 17 of 1923. First and Final of 1½d. in the £, payable at the Official Receiver's Offices, 14 Figtree Lane, Sheffield.

WALKER WOOD and HENRY BROWN, trading as Brown & Wood. Carriers. 152 Coalshaw Green Road, Hollinwood, Oldham, Lancashire. 9 of 1924. First and Final of 7s. 2½d. in the £, payable at the Official Receiver's Offices, Byrom Street, Manchester.

EDWARD DAVIES, late 24 Maindy Road, Ton Pentre, Glamorganshire, hauling contractor, etc. 15 of 1924. First and Final of 2s. 9½d. in the £, payable at the Official Receiver's Office, 34 Park Place, Cardiff.

ERNEST WILLIAM CROWN, 10 Charlbury Buildings, Hunstanton, Norfolk. Carter, etc. 13 of 1924. First and Final of 5s. 8½d. in the £, payable at the Official Receiver's Office, 8 Upper King Street, Norwich.

Applications for Discharge.

GEORGE WYLIE, trading as Geo. Wylie, trading with another at 22 Lord Street, Lower Broughton, Salford, Lancashire. Haulage Contractor. September 29th at Salford.

WILLIAM LYONS, Blagdor, Somerset. Haulier, etc. September 23rd, at Wells.

The Companies Acts 1908 to 1917.
Notice of Intended Dividend.

THE SOUTHEND-ON-SEA CHAR-A-BANC AND MOTOR TRANSPORT COMPANY, LIMITED, 4 Tylers Avenue, Southend-on-Sea. Claims to Thomas Gourlay, Official Receiver, 29 Russell Square, London, W.C.1.

The Companies Acts 1908 to 1917.
Notice of Dividend.

SOUTHEND-ON-SEA CHAR-A-BANC AND MOTOR TRANSPORT CO., LTD., 4 Tyler's Avenue, Southend-on-Sea, No. 1 of 1920. First of 10/- in the £, payable at the Official Receiver's Offices, 29 Russell Square, London, W.C.1.

Dissolutions of Partnership.

MATTHEW BROWN and THOMAS FIDLER, trading as Brown & Fidler. Haulage Contractors, etc., Eckington, Derby. 30th April, 1924. All debts by Matthew Brown, who will continue.

JAMES SLATER CHADWICK and JAMES BAXTER, trading as Chadwick & Baxter, Haulage Contractors, 35 London Road, Oldham. 31st May, 1924. All debts by James Slater Chadwick, who will continue.

WILLIAM FRANCIS GOLDSTONE and HENRY EDWARD NOLLER, trading as The Pineapple Transport Co., Haulage Contractors, Lake End, Dorney, Buckinghamshire. 1st August, 1924. All debts by Henry Edward Noller, who will continue.

BERTRAM JAMES GUEST and BERNARD JACK HARTLEY SMITH, trading as The Evesham Vale Transport. Motor Transport Proprietors, Evesham, Worcestershire. 31st July, 1924. All debts by Bertram James Guest, who will continue.

GERALD LAYARD CRUTTWELL and ROBERT HUNTER, trading as G. L. Cruttwell & Co., motor haulage contractors, Kelsall House, Stalybridge, Lancashire. 30th June, 1924.

JOHN WILLIAM WILKS and THOMAS WILKS, trading as J. W. & T. Wilks, general carriers and carting agents, Low Moor House, Low Moor, Bradford. 31st July, 1924. All debts by Thomas Wilks, who will continue as J. W. & T. Wilks.

ALFRED THOMPSON and ALBERT ARCHIBALD BROWN, trading as A. A. Brown & Co., cartage contractors and skin dryers, Whitecliffe Farm, Temple Mills, West Ham, Essex. 24th April, 1924. All debts by Albert Archibald Brown.

FRANCIS HARRY GEORGE GORE BENNETT, SYDNEY VICTOR ROLAND RAABE and JOSEPH PAGE, motor engineers and motor cartage contractors, etc., 45 Friern Barnet Road, and 2 The Broadway, Friern Barnet Road, Middlesex, trading as The Express Motor and Engineering Works. 17th May, 1924.

JOSEPH FINCH, PERCY WILLIAM NEWMAN and WILLIAM JOSEPH FINCH, trading as J. Finch & Co., haulage contractors, Chalvey Grove and O'Cedar Works, Slough, Buckinghamshire. 1st August, 1924. All debts by Percy William Newman, who will continue.

New Companies.

Allan Simpson, Ltd. (199,157). — Private Company. Registered July 9th. Capital £100 in £1 shares. To carry on the business of haulage contractors, lightermen and barge owners, general carriers, railway, shipping, freight and forwarding agents and brokers and bonded and common carmen; to establish, maintain and work lines of aerial conveyances, or horse or motor omnibuses, etc. The first directors are: A. H. Simpson (managing director) and W. J. Cayzer. Registered office: 16 Water Lane, Great Tower Street, E.C.3.

G. W. Robertson and Co., Ltd. (198,953). — Private Company. Registered June 30th. Capital £2,000 in £1 shares. To acquire the business of shipping and forwarding agents carried on by G. W. Robertson as "G. W. Robertson and Co.", at 52 South Castle Street, Liverpool, and to carry on the business of freight contractors, haulage contractors, railway agents, general carriers, freight and customs brokers, shipowners, etc. The first directors are: G. W. Robertson (chairman) and Dr. W. H. Buckley. Secretary: H. Brierley. Registered office: 52 South Castle Street, Liverpool.

White Star Transport Service, Ltd. (199,042).—Private Company. Registered July 2nd. Capital £1,500 in £1 shares. To acquire the business of motor transport and steam haulage contractors and engineers now carried on by P. A. Pollard and B. G. B. Lane, at 2 Park Place, Church Road, Leyton, as "The P. A. P. Transport Service, Leyton." The first directors are: P. A. Pollard, B. G. B. Lane, Mrs. Isobel M. Lane. The two first named are joint managing directors. Registered office: 240 Capworth Street, Leyton, E.10.

Mutter Furness, Ltd. (199,098). — Private Company. Registered July 5th. Capital £1,000 in £1 shares. To carry on the business of carriers by river, canal, road, air or otherwise, proprietors of barges, lighters and other vessels; to provide increased facilities for the carriage and distribution of merchandise on the River Thames, etc. The first directors are: L. E. Mutter, W. J. Furness, W. G. W. Houle. Secretary: W. H. Bradley. Registered office: City Chambers, 65 Fenchurch Street, E.C.3.

Macs Motor Transport and Slag Co., Ltd. (196,066). —Private Company. Registered July 3rd. Capital £5,000 in £1 shares. To acquire (1) the business of a motor transport service company now carried on at Stafford Street, Wolverhampton, by A. MacLachlan, as "Mac's Motor Transport Service Co.", and (2) the business of a slag merchant and quarry proprietor now carried on at Moseley Road, Willenhall, by A. MacLachlan, as "A. MacLachlan and Co." The permanent directors are: A. MacLachlan and F. G. Allison. Secretary: F. G. Allison. Solicitor: N. F. Steward, Wolverhampton.

E. W. Taylor and Co. (Forwarding), Ltd. (199,071).—Private Company. Registered July 4th. Capital £1,000 in £1 shares. To acquire the branch of the business of E. W. Taylor and Co., Ltd., in connection with forwarding and Custom House agency, etc. The permanent directors are: E. W. Taylor, L. J. P. Brown, S. F. R. Smith. Secretary: L. J. P. Brown. Registered office: 6 and 7 Cross Lane, St. Mary-at-Hill, E.C.

F. Farr and Co., Ltd. (199,007).—Private Company. Registered July 2nd. Capital £15,000 in £1 shares. (7,500 6 per cent. cumulative preference and 7,500 ordinary). To acquire the business of clothworkers formerly carried on as "F. Farr and Co.," at Golden Square, Westminster, and elsewhere, and to carry on the business of packers, shipping, forwarding and insurance agents, carriers, carmen, etc. The first directors are: E. M. Stephenson, E. E. Schnadhorst (directors of Perrott and Perrott, Ltd., Perrotts, Ltd., and Hardings [Manchester], Ltd.), C. E. Schnadhorst, M.C., "Sherwood," Sutton, Surrey. Secretary: L. R. Absdell Registered office: 12 Golden Square, Westminster, S.W.

W. B. Woolley and Co., Ltd. (199,100).—Private Company. Registered July 5th. Capital £5,000 in £1 shares (3,000 7 per cent. cumulative preference, 1,000 ordinary "A" and 1,000 ordinary "B"). To carry on the business of ship brokers and shipping and forwarding agents, etc. The permanent directors are: W. B. Woolley and A. R. Turner. Registered office: Bilbao House, 36 and 38 New Broad Street, E.C.

General Delivery (Swansea), Ltd. (199,270).—Private Company. Registered July 14th. Capital £1,000 in £1 shares. To acquire the business of delivery agents and warehousemen now carried on at 121 Rhyddings Terrace, and at The Garage, Argyle Street, both in Swansea, as "The General Delivery Co." The first directors are: J. A. Sanders, W. I. Sanders, T. J. Isaac. The two first named are permanent. Secretary: W. I. Sanders. Registered office: 121 Rhyddings Terrace, Brynmill, Swansea.

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London County Road Service, Ltd. (199,291).—Private Company. Registered July 15th. Capital £100 in 1/- shares. To carry on the business of motor omnibus proprietors, taxicab, tramway, carriage and lorry proprietors, etc. The first directors are: F. Mason and A. T. H. Clarke. Registered office: 229 Hammersmith Road, W.6.

Devon Road Haulage Co., Ltd. (199,285).—Private Company. Registered July 15th. Capital £480 in £20 shares. To carry on the business of general carriers, haulage contractors, railway, shipping, forwarding and insurance agents, warehousemen, bonded carmen, household furniture removers, motor garage proprietors, manufacturers and repairers of and dealers in motor char-a-banc, motor omnibus and other vehicles, etc. The first directors are: M. P. P. Dunsford and Wm. Percival Melhuish. Manager: Percy Melhuish.

Reliance Lighterage Co., Ltd. (199,316). — Private Company. Registered July 16th. Capital £1,000 in £1 shares. To adopt an agreement with Mrs. Emma Gobbett for the acquisition of barges, vessels, and other property, and to carry on the business indicated by the title. The first directors are: Mrs. E. Gobbett and Grace E. Gobbett. Registered office: 46 Jerningham Road, New Cross, S.E.14.

The Westminster Omnibus Co., Limited. (199,337).—Private Company. Registered July 17th. Nominal capital of £5,000 in £1 shares. The objects are: To adopt an agreement with J. H. Rich, W. J. Coleman and F. H. Rose, and to carry on the business of omnibus proprietors, formerly carried on by the Westminster Omnibus Co. The first directors are: J. H. Rich (permanent managing director), W. J. Coleman (permanent treasurer), F. H. Rose (permanent secretary). The registered office is at 222 Strand, W.C.

Dee Coal and Haulage Co., Ltd. (199,396).—Private Company. Registered July 19th. Capital £1,000 in £1 shares. To carry on the business of motor haulage contractors, general carriers, railway and forwarding agents, coal and coke merchants, etc. The permanent directors are: J. Gould and G. W. Whittaker. Registered office: Welsh Road Siding, Queensferry, near Chester.

Jacobs and Malpass, Ltd. (199,699).—Private Company. Registered July 29th. Capital £600 in £1 shares. To carry on the business of motor cab and garage proprietors carried on by I. Jacobs, S. J. Malpass and M. R. Jacobs, at Walham Green Garage, 462 Fulham Road, Fulham, S.W. The first directors are: I. Jacobs, S. J. Malpass, W. T. Flower. Secretary: M. R. Jacobs. Registered office: 462 Fulham Road, Fulham, S.W.6.

Atlas Omnibus Co., Ltd. (199,588).—Private Company. Registered July 29th. Capital £3,600 in £1 shares. To carry on the business of proprietors of omnibuses and other vehicles, carriers of passengers and goods, etc. The first directors are: H. J. Davis, H. G. Davis, E. E. Davis, C. W. Batten. Solicitor: E. G. Scott, Finsbury House, Blomfield Street, E.C.2.

J. G. Kramer, Ltd. (199,597).—Private Company. Registered July 29th. Capital £300 in £1 shares. To take over the business of a motor haulage contractor, motor car agent and dealer and garage proprietor carried on by J. G. Kramer, at 154 High Street South, East Ham. J. G. Kramer is permanent managing director, subject to holding 100 shares. Registered office: 154 High Street, South, East Ham, E.6.

Essex County Road Service, Ltd. (199,517).—Private Company. Registered July 25th. Capital £100 in 1/- shares. To carry on the business of motor omnibus, taxicab, tramway, carriage and lorry proprietors, carriers of passengers and goods, etc. The first directors are: A. T. H. Clarke, Captain A. D. Ross. Registered office: 124, Uxbridge Road, W.12.

A. Smith (Brighton), Ltd. (199,407).—Private Company. Registered July 21st. Capital £5,000 in 2,000 7½ per cent. cumulative preference and 3,000 ordinary shares of £1 each. To acquire the business of motor transport carriers and warehousemen now carried on at The Windlesham Garage, Windlesham Avenue, Hove. The first directors are: A. Smith, Mrs. F. E. Smith and R. A. Smith. The said A. Smith shall be permanent governing director so long as he holds 500 shares. The said Mrs. F. E. Smith and R. A. Smith shall be permanent so long as each of them holds 200 shares. Registered office: Windlesham Garage, Windlesham Avenue, Hove.

Bert Smith, Ltd. (199,410).—Private Company. Registered July 21st. Capital £3,000 in £1 shares. To carry on the business of constructors and workers of omnibuses, chars-a-banc, motor and steam lorries, carts and other vehicles for the carriage of passengers or goods, motor and horse hauliers, etc., in Cardiff and elsewhere. The directors are: B. Smith and J. M. Smith. B. Smith and/or such other person or persons as he may nominate shall be managers of the company with £550 per annum as remuneration. Registered office: 43 James Street, Cardiff.

I. Vamplew and Son, Ltd. (199,444).—Private Company. Registered July 22nd. Capital £5,000 in £1 shares. To carry on the business of haulage contractors, proprietors, manufacturers and repairers of and dealers in motor and horse vehicles, ships and boats, aeroplanes, or flying machines, furniture removers and storers, etc. The first directors are: I. Vamplew, J. W. Vamplew, Esther Vamplew. Registered office: 4 Chantrey Road, Woodseats, Sheffield.

Seniour and Hammond, Ltd. (199,473).—Private Company. Registered July 23rd. Capital £4,000 in £1 shares. To acquire the business carried on at the Fire Station Garage, Odsal, Bradford, as "Seniour and Hammond," and to carry on the business of char-a-banc and motor proprietors, freight and haulage proprietors, motor engineers, etc. The first directors are: G. H. Seniour, J. T. Hammond (both permanent, subject to holding £200 shares, with £500 each per annum as remuneration). Registered office: Fire Station Garage, Odsal, Bradford.

C. Shaw Lovell and Sons (Danzig). (199,491).—Registered as a Private Company on July 24th. Nominal capital £5,000 in £1 shares. The objects are to carry on the business of shipping and transport agents, freight and transport contractors, wharfingers, lightermen, warehousemen, ship and tug owners, etc. The first directors are: E. C. D. Lovell and A. H. Philpot. Registered office: 38 Eastcheap, E.C.3.

Counties Road Services, Ltd. (199,514). — Private Company. Registered July 25th. Capital £1,100 in 1,000 "A" shares of £1 each and 2,000 "B" shares of 1/- each. To carry on the business of motor omnibus proprietors, taxicab, tramway, carriage and lorry proprietors, etc. The first directors are: A. T. H. Clarke and A. D. Ross. Registered office: 124 Uxbridge Road, Shepherd's Bush, W.12.

Hann and Newby, Ltd. (199,518).—Private Company. Registered July 25th. Capital £10,000 in £1 shares. To acquire the business of coal and coke merchants and carriers now carried on by L. Pearlman and S. M. Pearlman, at South Shields, as "J. Pearlman and Sons," and to carry on the business of coal, coke, patent fuel and colliery agents and exporters, motor and general cartage and haulage contractors and transporters of goods, wares and merchandise, etc. The first directors are: R. Hann, J. Newby, J. P. Allen. Registered office: N. E. Bank Chambers, Fowler Street, South Shields, Durham.

Hawes and Ward, Ltd. (199,520).—Private Company. Registered July 25th. Capital £1,000 in £1 shares. To carry on the business of carriers, carters, haulage contractors, forwarding agents, railway, canal and road transporters, warehousemen, bonded and common carmen, proprietors of and dealers in wagons, carts, cars, chars-a-banc, taxicabs, omnibuses, etc. The first directors are: R. S. Hawes and H. W. Ward. Registered office: Victory Works, 20 Spekeland Street, Liverpool.

Mortgages, Charges and Satisfactions.

South Normanton Motor Bus Co., Ltd.—Issue on June 12th, 1924, of £230 debentures part of a series already registered.

Thomas Tilling, Ltd.—Trust deed and Land Registry Charge both dated July 1st, 1924, to secure £500,000 debenture stock, charged on various properties in Westminster, Peckham, Newington, Camberwell, Hove, Kensington, Lambeth, Clapham, East Dulwich, Lewisham, Lee, Islington, Croydon, Southwark, West Ham, Beckenham Finsbury, Brighton, and King's Cross, and the company's other assets, present and future, including uncalled capital. Trustees: Barclays Bank, Ltd.

W. R. Kendrick and Co., Ltd.—Debenture charged on the company's undertaking and property, present and future, including uncalled capital, dated July 1st, 1924, to secure all moneys due or to become due from the company to Lloyds Bank, Ltd.

H. Cattermole and Sons, Ltd. — Particulars filed of £6,500 debentures authorised May 7th, 1924, charged on the company's property, present and future, including uncalled capital, the amount of the present issue being £6,000.

Co-Operative Haulage Co., Ltd. — Debenture dated July 10th, 1924, to secure £210, charged on the company's undertaking and property, present and future, including uncalled capital. Holder: G. Mabey, Garden Cottage, Leigh, Kent.

E. W. Younger and Co., Ltd.—Mortgage dated July 17th, 1924, to secure £1,400, charged on various properties in Newcastle-on-Tyne. Holder: W. T. Younger, Burradon House, Annitsford, Northumberland.

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Sloane Street Furniture Depositories, Ltd. — Second debenture, constituting a specific charge on 180 Gloucester Terrace, Hyde Park, and 162 and 162a Sloane Street, and Brompton Arcade, Imperial Court, S.W., goodwill and uncalled capital and a floating charge on the company's other assets, dated July 12th, 1924, to secure all moneys due or to become due from the company to the Westminster Bank, Ltd., not exceeding £2,000.

Ryburn Garage and Transport Co., Ltd. — Mortgage dated June 28th, 1924, to secure £800, charged on certain properties at Causeway, Sowerby Bridge. Holders: Halifax Equitable Benefit Building Society.

R. A. Jordan, Ltd.—Deposit on August 21st, 1924, of deeds of certain lands and premises in Shortmead Street, Biggleswade, to secure all moneys due or to become due from the company to Barclays Bank, Ltd.

Wadham and Sons, Ltd.—Further charge on properties in Newport and Freshwater, I.W., dated July 26th, 1924, to secure £320. Holders: A. E. Wadham, Cowes, I.W., and others.

J. G. Kramer, Ltd.—Debenture dated August 1st, 1924, to secure £2,000, charged on the company's undertaking and property, including uncalled capital. Holders: Burgoyne, Burbidges and Co., Ltd., High Street South, East Ham.

International Shipping and Transport, Ltd.—Charge on the company's undertaking and property, present and future, including uncalled capital, dated July 29th, 1924, to secure £500 and further advances. Holder: A. C. Elliott, Bridge House, Broxbourne, Herts.

Pickfords, Ltd. — Trust deed dated August 6th, 1924 (supplemental to trust deed dated May 17th, 1912, securing £260,000 debenture stock), charged on 1-9 Cardol Place, and hereditaments in Long Lane and Tabard Street, Southwark. Trustees: Legal and General Assurance Society, Ltd., 10 Fleet Street, E.C. Also mortgage of even date, as further security for £13,444 secured by indenture dated May 16th, 1912, charged on the above mentioned property. Holder: L. H. Baxendale, Greenham Lodge, Newbury. Also mortgage and further charge of even date, to secure £143,032/8/4, including £128,032/8/4 outstanding on mortgages dated May 15th, 1912 and April 8th, 1918, charged on the above-mentioned property and hereditaments mortgaged by the original indentures. Holders: Legal and General Assurance Society, Ltd.

Jacobs and Malpass, Ltd.—Debenture dated August 7th, 1924, to secure £1,000, charged on the company's undertaking and property, present and future. Holders: Norbury Securities, Ltd., 4 Albion Parade, Norbury, S.W.16.

Carter, Paterson and Co., Ltd.—Trust deed dated July 16th, 1924 (supplemental to trust deed dated December 31st, 1897), securing £6,000 secured by original deed, charged on certain land and premises in Bermondsey. Trustees: Sir John S. Purcell, K.C.B., of Glebe Lodge, Blackheath, S.E., and J. J. Paterson, 128 Goswell Road, E.C.

Devon Motor Transport Co., Ltd.—Satisfaction to the extent of £180 on August 3rd, 1923, and £1,150 on May 1st, 1924, of mortgage debentures dated February 25th, 1920, and April 25th, 1922, securing £180 and £6,000 respectively.

William Perring and Co., Ltd.—Satisfaction in full on December 21st, 1914, of debenture dated June 19th, 1908, securing all moneys not exceeding £3,000. (Notice filed August 13th, 1924.)

John Dent and Co., Ltd.—Satisfaction in full on January 31st, 1924, of debentures dated April 19th, 1909, securing £4,500.

Severn and Canal Carrying Co., Ltd.—Satisfaction in full on June 30th, 1924, of mortgage debentures dated June 28th, 1910, February 23rd, 1912, February 10th, 1913, and August 1st, 1913, securing in all £10,000.

Receiverships (Appointment or Release).

James Mummery and Co., Ltd.—E. Shaw, of 10 Cook Street, Liverpool, was appointed Receiver on July 10th, 1924, under powers contained in debenture dated September 21st, 1920.

Carshalton Motor Transport Co., Ltd.—L. S. Manvell, of 16-17 Devonshire Square, E.C.2, was appointed Receiver by Order of Court, dated July 18th, 1924.

Scott and Co. (Cornwall), Ltd. — J. H. Chown, of 4 Princes Street, Penzance, was appointed Receiver and Manager on August 25th, 1924, under powers contained in debentures dated February 21st, 1920 and April 22nd, 1921.

R. and W. Dobbie, Ltd.—R. G. Collins, of 1 Wesley Road, Leyton, E.10, was appointed Receiver and Manager on August 15th, under powers contained in debenture dated June 16th, 1924.

Roadway Services, Ltd.—P. E. Harding, of 5 Coleman Street, E.C., was appointed Receiver on July 2nd, 1924, under powers contained in debentures dated December 7th, 1923.

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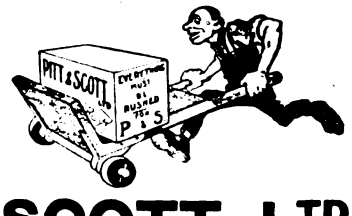

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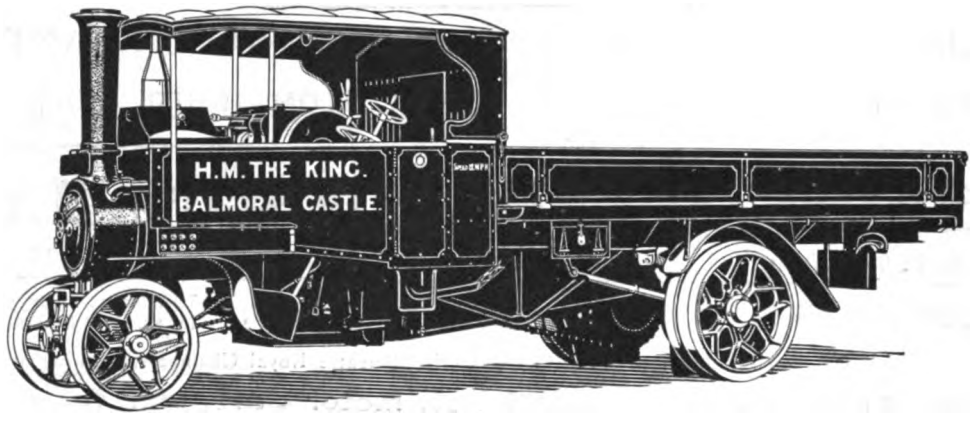

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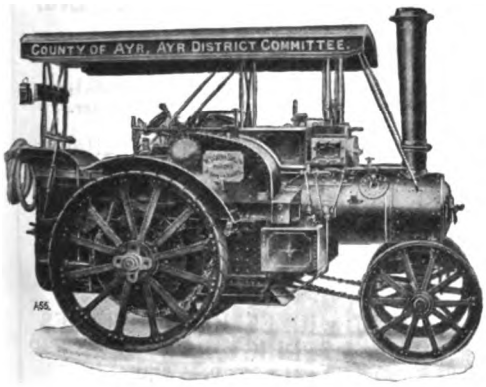

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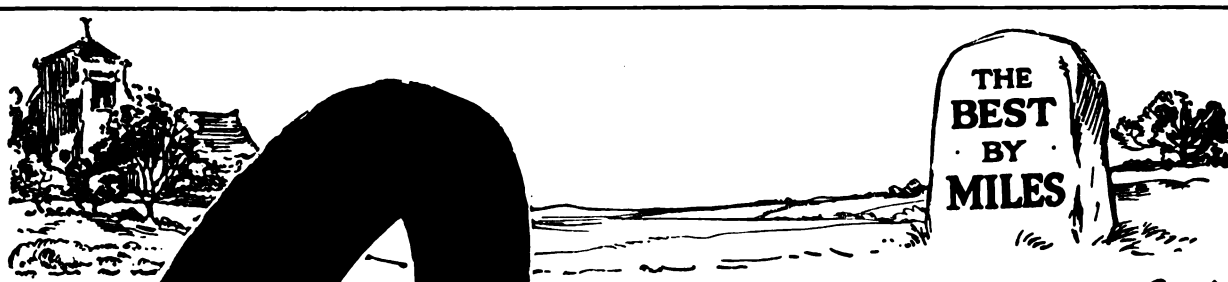

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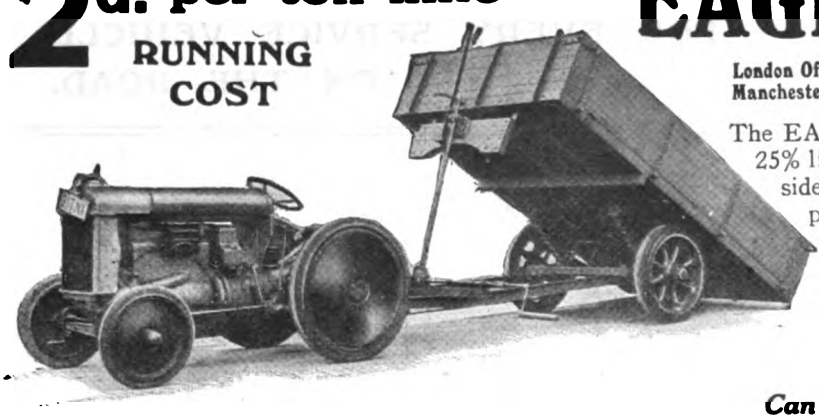

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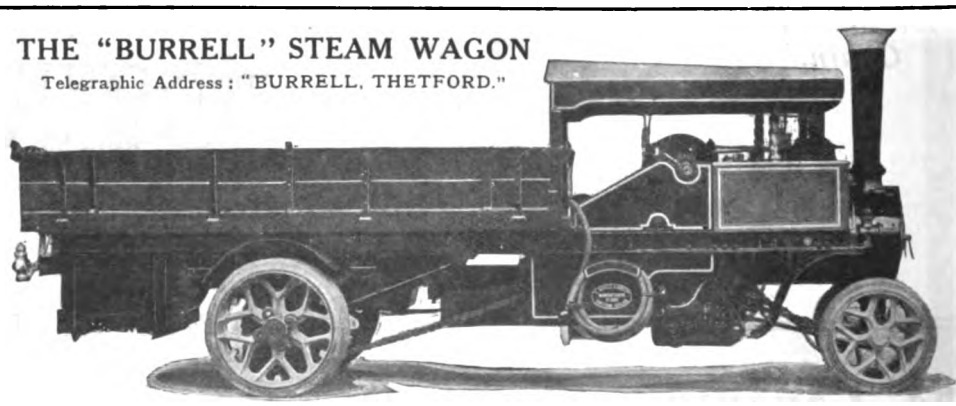

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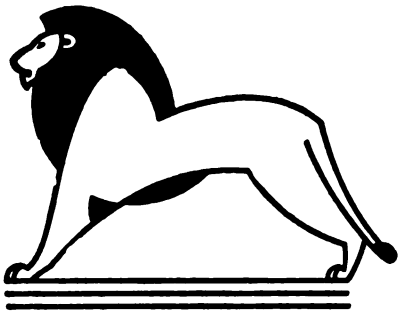

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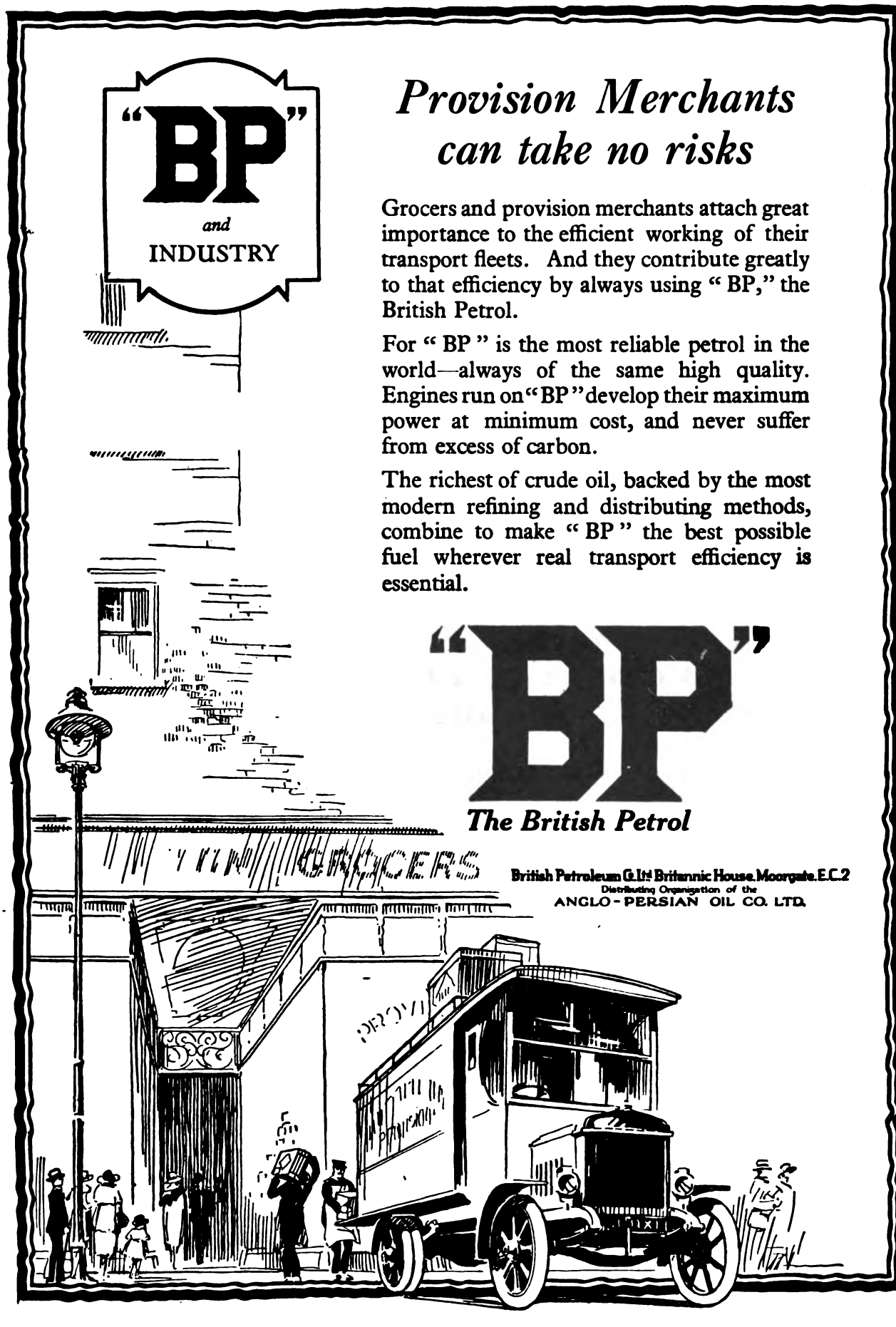

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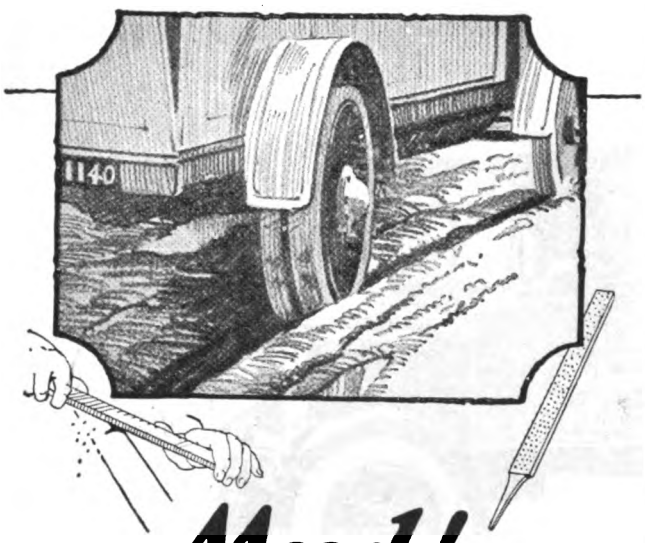

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Lorries. 40—50 cwt., 3—4, 4—5, 5—6 & 7—8 tons capacity.

Passenger Vehicles. Chars-a-bancs, Single-decker and Double-decker Omnibuses.

Visitors to Wembley are cordially invited to inspect our Exhibit No. 230 (Avenue 7, Bay 38), in the Motor Section. Please ask Attendant for Catalogue or write direct to :—

THE MAUDSLAY MOTOR CO., LTD.,
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London Offices—328, Abbey House, Victoria St. Westminster.

CUTS CARRYING COSTS

ON ROUGH ROADS OR SMOOTH

H.P.

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for Commercial Users at a reduced price

The popular demand of the commercial user is for a highly efficient fuel. A minimum purchase price however, is a first consideration. Arrangements have been made to meet this demand by the introduction of a new "National" Benzole Mixture consisting of 25°/₀ "National" Benzole and 75°/₀ super grade petrol, which will be known in future as

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"A powerful fuel at a reasonable price"

Deliveries are available immediately in bulk and 50 gallon drums conditionally upon the purchaser giving definite guarantee that this grade of "National" Benzole Mixture will not be offered for re-sale, the price of this new guaranteed fuel is a 1d. per gallon less than the popular "National" Benzole "fifty-fifty."

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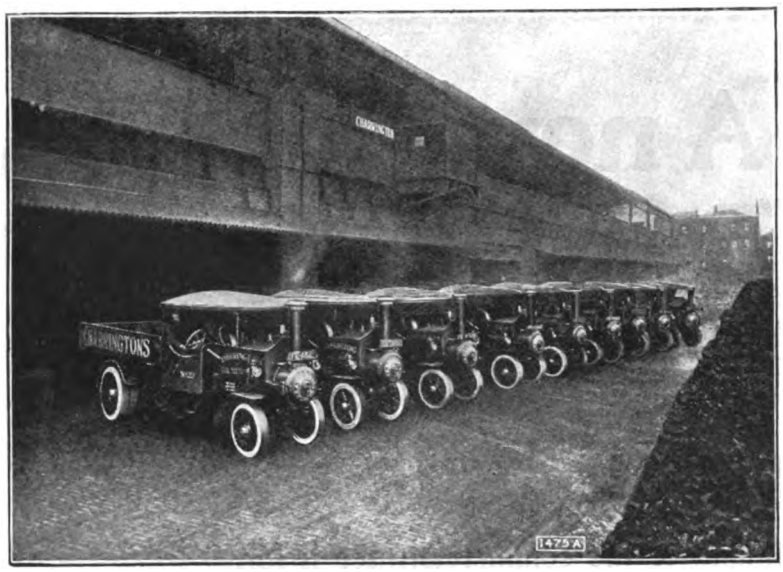

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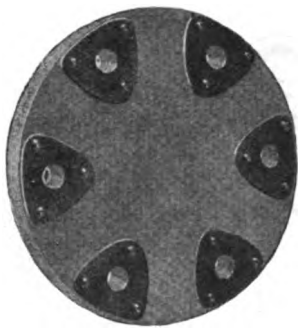

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2 to 12-ton models. Catalogue on request.

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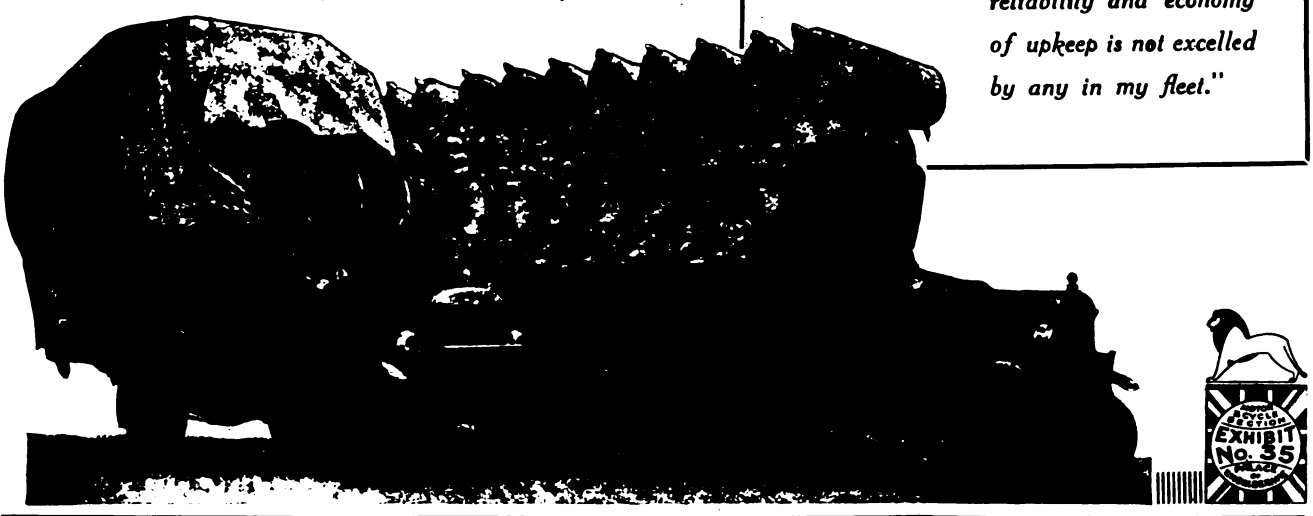
Over 100,000 miles

have been completed by the type "J" Thornycroft 4-ton lorry on the right of the photograph, after 5 years' hard work in the service of Mr. A. D. Lampitt, of Maidstone, who states: *"it is still equal to any demand which may be made upon it, and as regards reliability and economy of upkeep is not excelled by any in my fleet."*



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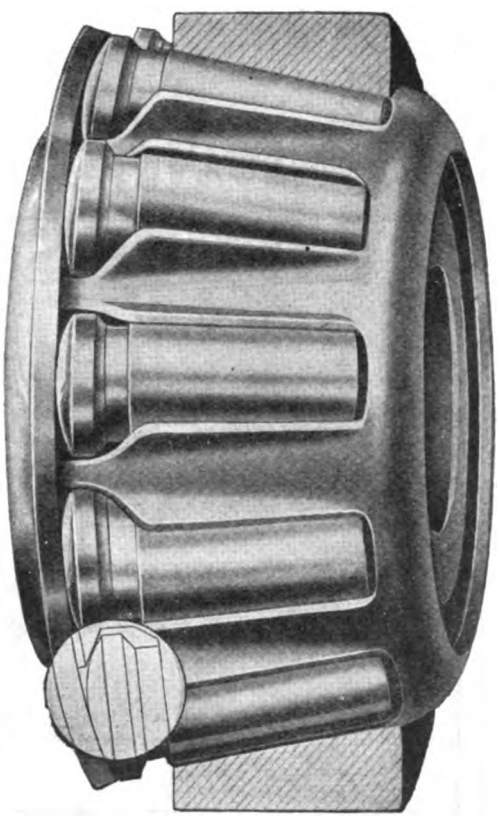
May we give you particulars



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A £540 ALBION *for* £420

AFTER acceptance by the War Office, the purchaser of a 30-cwt. Subsidy-Type Albion becomes entitled to a Subsidy of £40 per annum for a maximum period of three years.

This Government award is not only a guarantee of the vehicle's efficiency. It adds still further to the investment value of a vehicle that is already the most economical and reliable on the market. Look at these figures :

Chassis Price with Solid Tyres,	**£540**
Less Subsidy for maximum period of three years ...	**120**
Actual cost to purchaser	**£420**

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With ordinary Pneumatics ...	**£575**
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Standard 30-cwt. Albion. Solid Tyres. £515.

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COMMERCIAL MOTORS

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are vastly different from and superior to any other so-called Asbestos Brake Lining. The essential features required in a brake friction fabric are :—

1. High efficiency, *i.e.*, the maximum capacity for converting energy into heat.
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3. Extended life. Chekko outlasts many times any other braking fabric.

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Contractors to War Office, Admiralty, London Bus Companies, the principal chassis builders, etc., at home and abroad.
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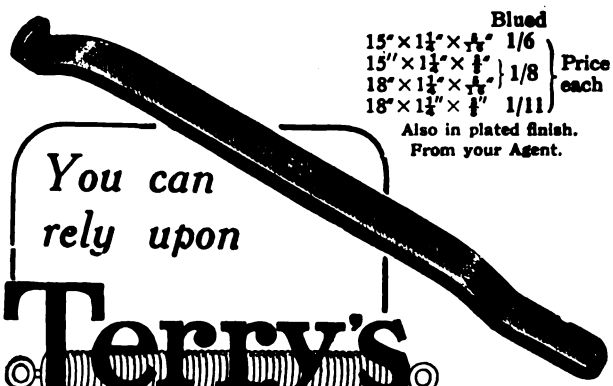

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Also in plated finish.
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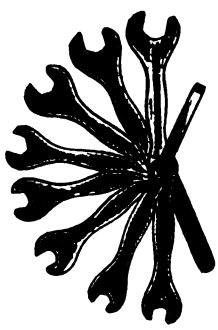

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FOUNDED IN 1881

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if you lose it when the weather is bad. The Beatonson Patent Headwork assures char-a-banc owners of profitable business in all conditions of weather.

Providing a completely open or closed coach in a few minutes, it affords *perfect* comfort for all passengers. That the unique features of Beatonson Headwork are appreciated by the public may be proved at any char-a-banc station, where passengers may be seen deserting vehicles fitted with ordinary hoods and side curtains in favour of Beatonson equipped coaches.

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With Beatonson Headwork a char-a-banc may be used:—

(1) As a totally enclosed Saloon.
(2) With head folded back leaving the windows and frames standing as side screens.
(3) With head erected and windows down.
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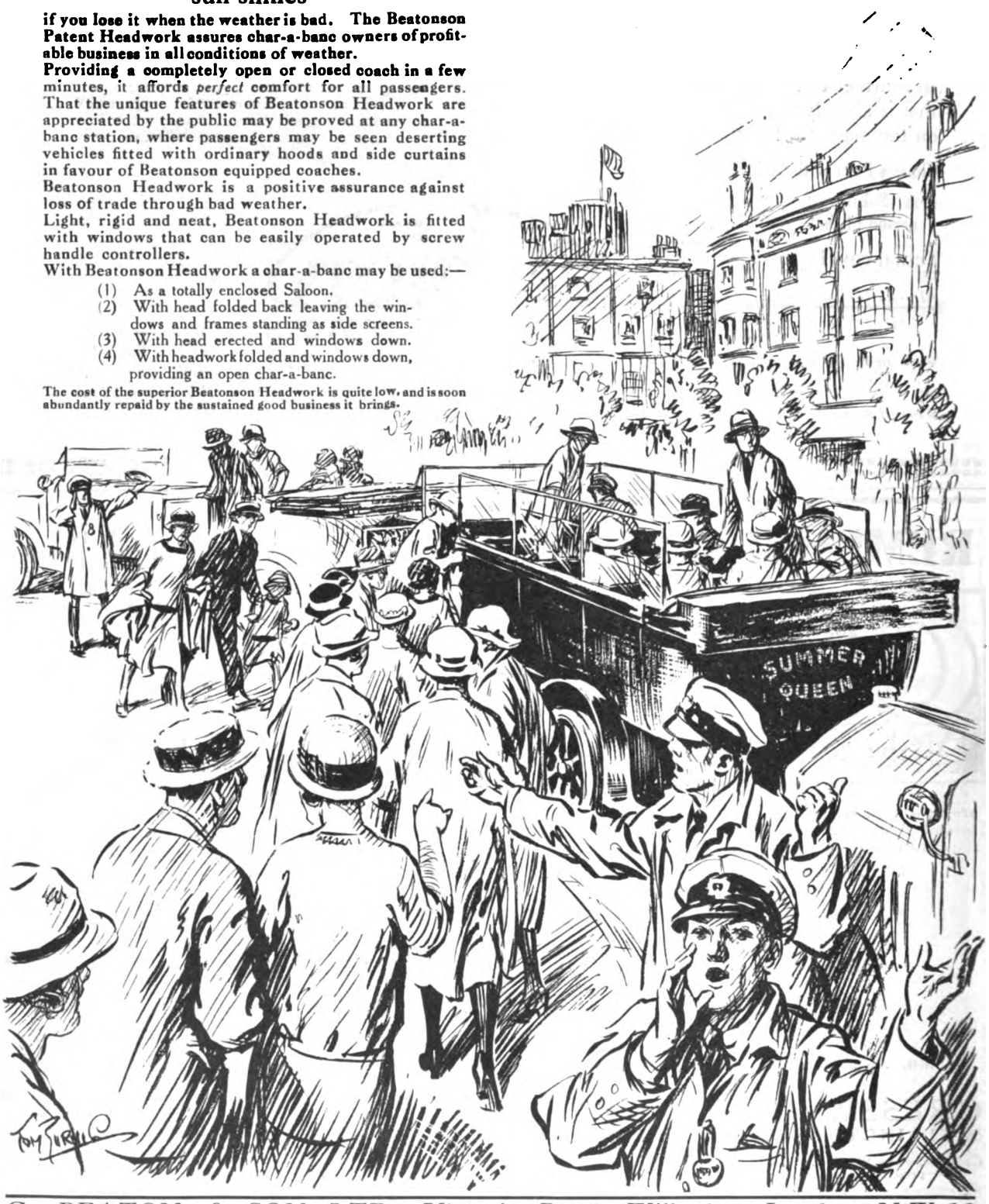
The cost of the superior Beatonson Headwork is quite low, and is soon abundantly repaid by the sustained good business it brings.



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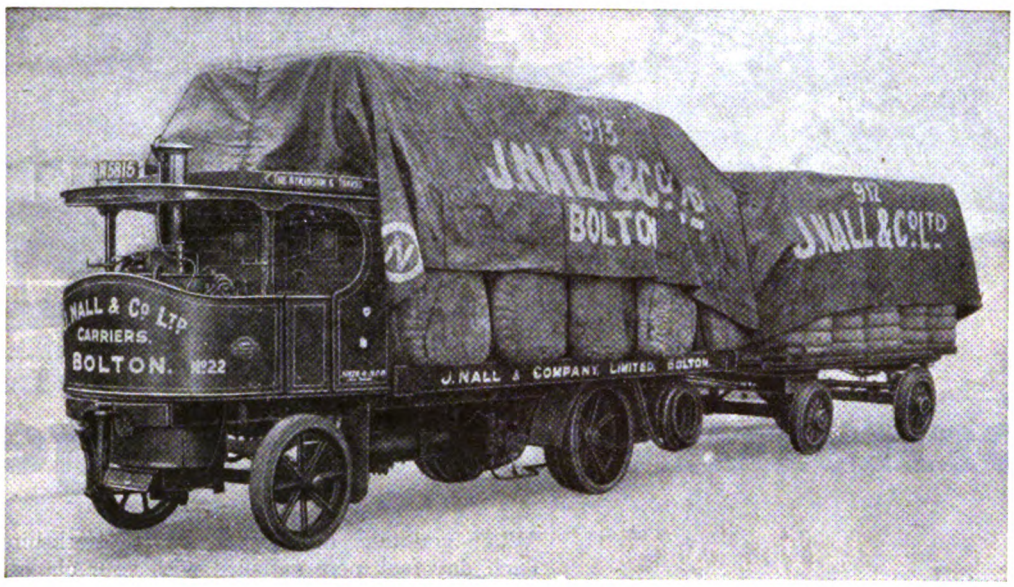

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Carting, Forwarding, Insurance, Railway & Shipping Agents, General Supervisors,

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Messrs. Atkinson & Co.,
Frenchwood Works, Preston.

Dear Sirs,

We have pleasure in saying that the **"Atkinson-Uniflow"** Waggon purchased by ourselves about two years ago, has been very satisfactory as compared with all other makes, both as regards reliability and cost of running, and if a photograph* would be of any interest to you we shall be only too pleased to send one along.

Yours faithfully,

* Reproduced above.

p.p. Joseph Nall & Co., Ltd.,
(Signed) W. Nall.

Since the letter quoted above was received Messrs. J. Nall & Co., Ltd., have added 4 more "UNIFLOWS" to their fleet.

The

"ATKINSON-UNIFLOWS"

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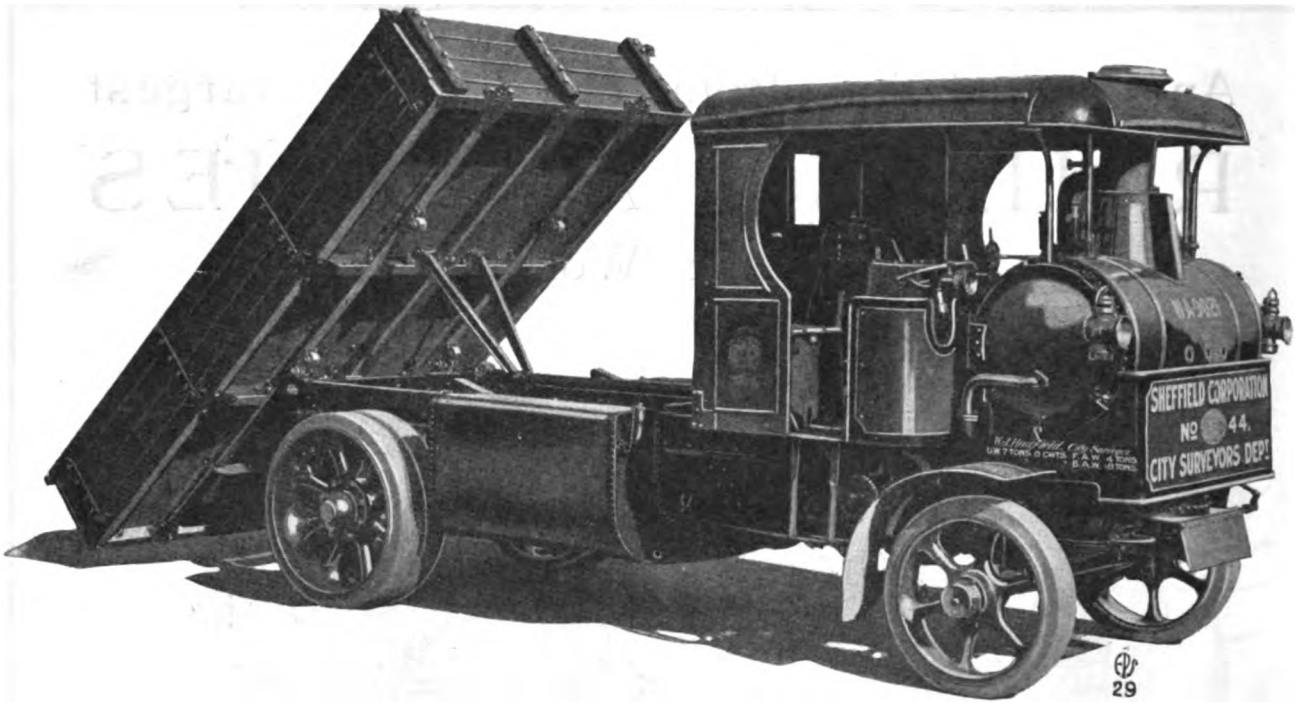

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When you take delivery of your "Yorkshire" you will each day feel more satisfied with your choice. Here are some of the many well proved Advantages which appeal to "Yorkshire" owners in all parts of the world.

The Patent Double-Ended Boiler is placed across the chassis, thus taking up a minimum of load space. A maximum of heating surface is provided, the tubes being covered at all gradients.

These features are unique in steam-wagon construction, and alone should be sufficient to recommend the "Yorkshire" above all others.

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Fit HENLEYS and you will have taken a very effective step towards absorbing the shocks and strains of "pounding" along over the stones, potholes, etc., of second-rate roads.

Most important of all, they do not cut up over rough stones, etc They wear evenly.

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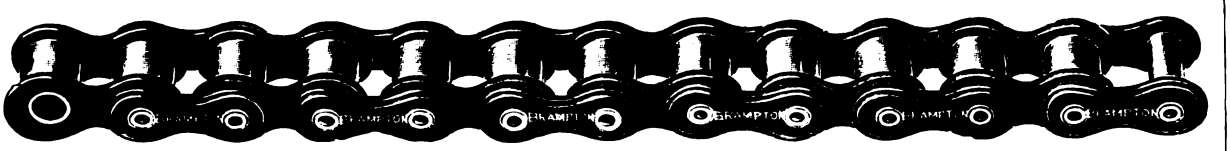

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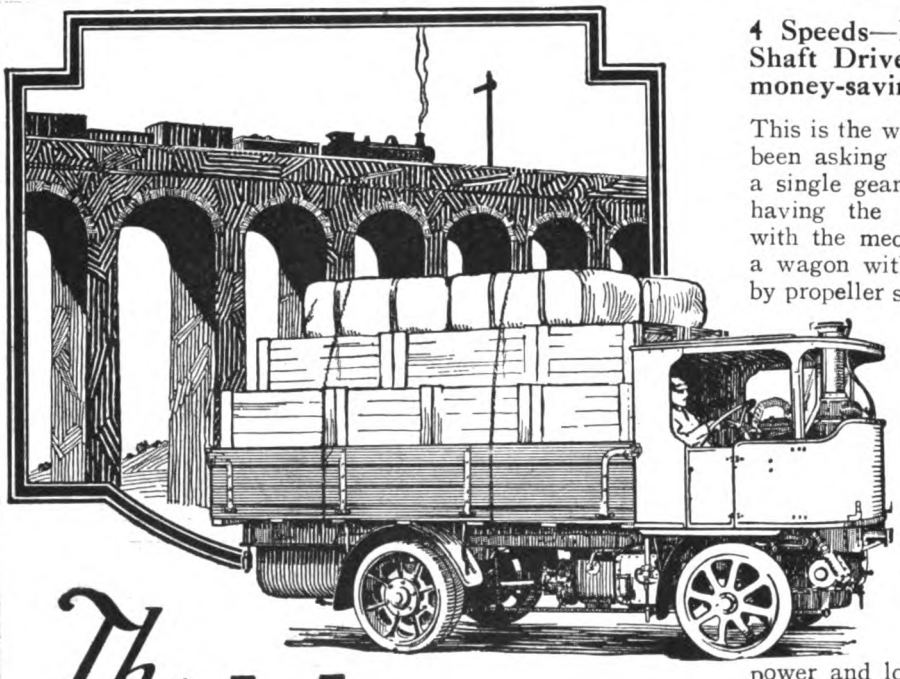

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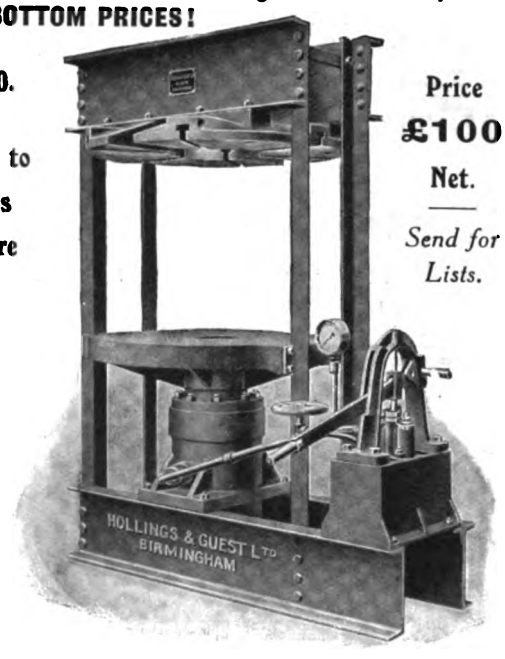

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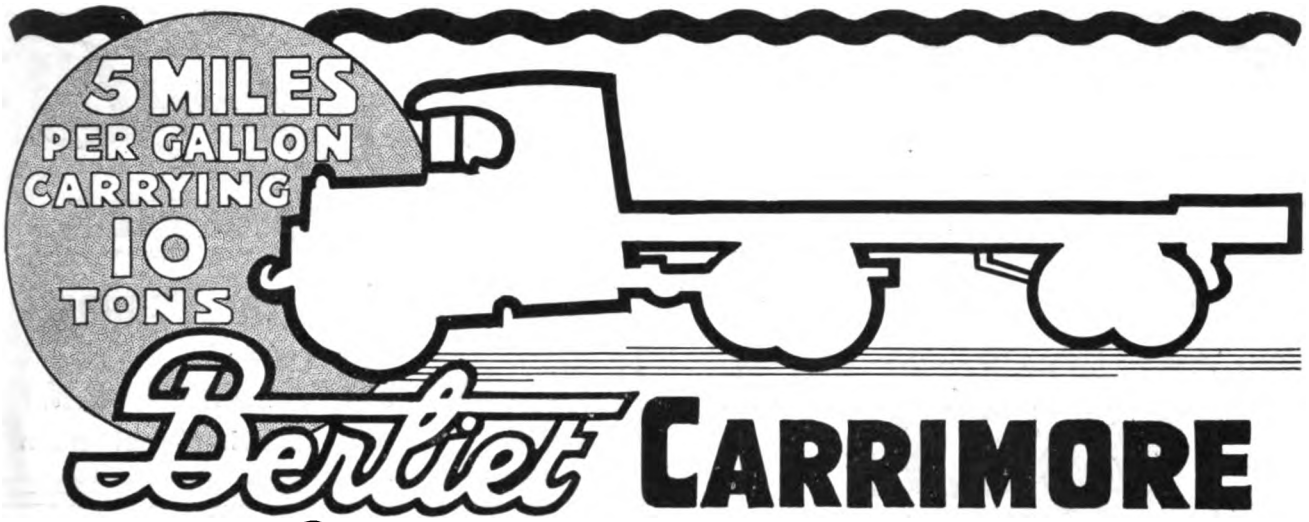

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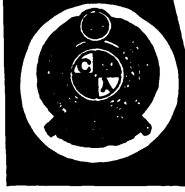

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20,103.—Kegresse, A. Bands for endless-track vehicles. August 25th.

20,104.—Kegresse, A. Endless-track apparatus. August 25th.

19,723.—Fairbanks, R. N. Trailers for motor vehicles. August 20th.

19,899.— Industrial Appliances, Ltd. Electrically-propelled vehicles. Aug. 22nd.

19,804.—Marshall, J. Mud guards for omnibuses, etc. August 21st.

19,328.—Hosken, Trevithick, Polkinhorn & Co., Ltd. Motor vehicle bodies. August 14th.

19,184.—Northern Counties Motor & Engineering Co., Ltd. Bodies for motor char-a-bancs, etc. August 13th.

SPECIFICATIONS PUBLISHED THIS MONTH.

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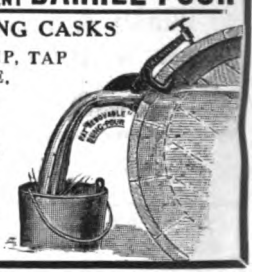

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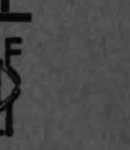

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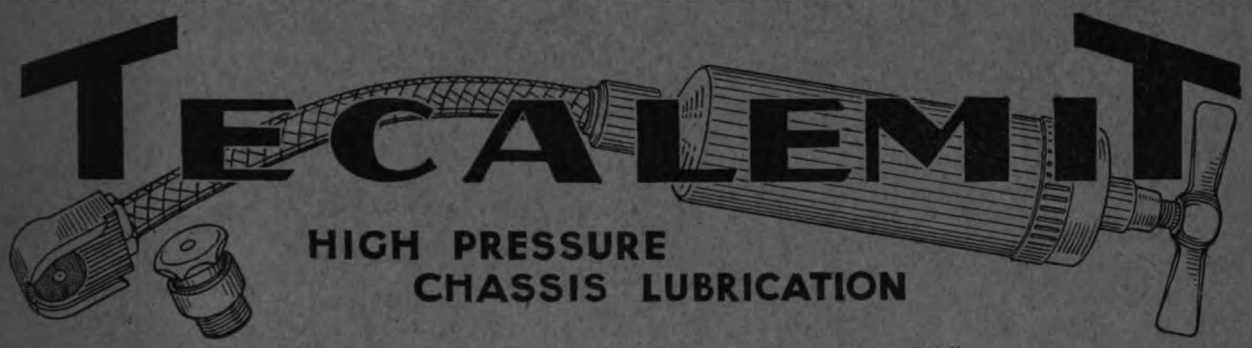

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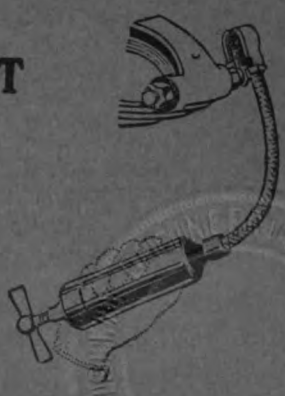

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